The Largest Circulation of any Foreign Daily in the Far East

THE CHINA PRESS

大陸報

To-day's paper consists of 30 pages in four sections

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DANIELS MAY STOP WARSHIP BUILDING; WANT FREIGHTERS

Senate Military Committee Chairman Pledged To Conscription

VOLUNTEER FOLLY

Quotes British Experience In Support of Selective Draft System

BALFOUR TO U. S.

Is Accompanied by Bank Of England Governor On Special Mission

(Reuter's Agency War Service)

Washington, April 19.—Secretary of the Navy Daniels announces that he is considering the temporary suspension of the construction of capital warships, in order to concentrate on building merchantmen.

The Chairman of the Senate Military Committee has reported in favor of the selective draft system for raising troops. He says: "It would be folly, at this late day, in the light of Great Britain's experience, for us to begin with volunteering."

Nicaragua has notified its approval of the United States' declaration of war against Germany.

Balfour to America

London, April 20.—The Press Bureau announces: At the request of the War Cabinet, Mr. A. J. Balfour, Secretary of State for Foreign Affairs, has undertaken a special mission to the United States and has arrived at Halifax, Nova Scotia, accompanied by Lord Cunliffe, Governor of the Bank of England, Rear-Admiral Sir Dudley de Chair, Major-General Bridges and their respective Staffs.

U.S. Catholics Loyal

Baltimore, April 20.—The Catholic Archbishops in the United States have sent a letter to President Wilson, pledging the whole-hearted loyalty of the Catholics in the United States with regard to the war.

Canada's Tribute

Ottawa, April 20.—In the House of Commons, Sir George Foster paid a tribute to the United States for joining the Allies, "as the result of its conviction that the latter are morally in the right."

Sir Wilfred Laurier said that the entry of the United States vindicated the principle that any nation that pretends to be civilised must side with the Allies and that there is solidarity among all nations that the law that might is right cannot for ever go unchallenged.

Tls. 1,200,000 Bribe Is Latest Allegation

Thirty Finance Officials Besides Ex-Minister Involved; Yin Ju-li Still Hiding

The Shun Pao reports: It is learned from authoritative sources that Yin Ju-li did not leave Peking, but is hiding outside the jurisdiction of Chinese courts. However, evidence to prove his guilt is not lacking, "so, in spite of his disappearance, the case could be justly disposed of."

It is reported that another big piece of corruption has been disclosed in the Ministry of Finance. Thirty officials of the department, including the ex-Minister, are implicated. The chief culprit this time is Nu Shih-chun, now on trial and the bribery involved amounts to Tls. 1,200,000.

The Weather

Misty weather and possibly rain. The maximum temperature recorded yesterday was 67.8 and the minimum 42.6, the figures for the corresponding day last year being respectively 60.6 and 52.2.

Famous Writer Speaks On International Acquaintance

Richard Washburn Child Points Out Weakness Of Americans in Orient to Saturday Club; Dr. P. W. Kuo Gives His Impressions of the Philippines

The Saturday Club resumed its sessions at the Palace Hotel yesterday, when a large assembly, mainly Americans and Chinese, listened after tiffin to two very interesting speeches, one from Dr. P. W. Kuo, of Nanking and the other from Mr. Richard Washburn Child, recently in Russia for Collier's Weekly. Mr. B. Atwood Robinson presided.

Mr. Child, speaking on "International Acquaintance" said:—

"I beg to be considered as an average American. I am in China not as an official, not as the representative of some business interest, not as a professional correspondent. I am an average American, a lawyer by profession and a writer by impulse who has found it impossible to resist an interest in China, and impossible to satisfy that interest at home.

"I may represent as an infinitesimal unit a new and significant desire in all peoples of the world for an international acquaintance. War has drawn the attention of all of us to the need for international acquaintance—not the acquaintance of governments alone, nor of diplomats, nor of commerce, nor any formal acquaintance but the acquaintance of one people in its mass with another people in its mass.

"It will be necessary for those who desire to promote the peace of the world to promote the acquaintance of peoples across the international barriers of diplomatic distrust and of the positions taken by governments which do not truly represent the spirit of their subjects or citizens. It will be necessary for those who desire to promote the business, industry and commerce of the world and the common advancement of all to properly estimate the losses which come from a failure of true international acquaintance.

"When peoples know each other in the sense that they have a true international acquaintance they may do business together, exchange ideas, and establish a constancy of good-will which will stand against the menaces of official intrigue.

"The field of American-Chinese relationship is a rich soil in which to plant these principles of an international acquaintance which is not only official but which extends through the fabric of the nations and builds up a good-will, enduring because it permeates the whole mass.

"I know how important are the elements of language. Americans are too slow to learn the language of those with whom they seek acquaintance. This may account for a weakness that one can observe in Americans and perhaps in other foreigners who come to the Far East. This weakness is the failure to become acquainted with the native peoples. I have been astonished in Japan, in the Philippines and in China by the really blind ignorance of many of my countrymen who are living in these countries as to the customs, the thoughts and opinions, the social life and the business practices of the people among whom the Americans were living their daily lives without showing grace and skill and true interest in contacts.

"The value of close approach of one people with another is not sentimental. The world is learning that such value is economic and that even in the field of international trade it is a large and important factor.

"There is another method of contact between peoples. I mean the printed word. China is producing more and more newspapers and magazines and in America we have more and more daily, weekly and monthly publications. This is the most promising opportunity for international acquaintance—an acquaintance which will reach deeper than the official and government acquaintance and will extend to the two peoples.

"I want to tell a piece of news and make one suggestion. The American Asiatic Association has just begun the publication in New York of a magazine called "Asia," which is to be devoted to international acquaintance. The magazine is a monthly and will be designed to reach a large circulation in America. It will not confine itself to politics and business but will attempt to bring a real international acquaintance with China to the American people. I am writing several articles for this magazine. I know its purposes and its aims and I know that it will not be able to do its work well without the co-operation of the Chinese.

"Finally I want to make a suggestion. It is this. China needs a bureau in America to distribute news and information about China to my people. I want to make myself understood clearly. I do not mean a bureau to argue for China. I do not mean a bureau to distribute opinions and to engage primarily in controversy or exist primarily to influence opinion. A bureau which exists in America solely to argue a case soon loses the confidence of Americans.

"I mean a bureau of information which may be the source of news and facts and photographs about China which can go out to newspapers and

(Continued on Page 6)

French Only Lose 4 Ships During Week

Five Unsuccessfully Attacked; 750 Arrivals Are Recorded And 803 Sailings

(Reuter's Agency War Service)

Paris, April 19.—A French official communique states that, during the week ending the 15th, 750 merchantmen arrived at French ports and 803 sailed. Four vessels were sunk and five were unsuccessfully attacked.

EDUCATION HEAD ILL

Fan Yuen-lien, the Minister of Education and Acting Minister for the Interior, became suddenly unconscious, while attending office on April 20. He was immediately motored home and has asked sick leave for three days.

MISS ACKERMAN'S LECTURE

Definite arrangements have now been made with regard to the lecture which Miss Ackerman is to deliver at the home of Mrs. J. J. Connell, Flat C, No. 4 The Bund, Union Building. The date is Tuesday, May 1, at 9 p.m.

Miss Ackerman has chosen the subject: "Some of the noted people I have met." The talk ought to be highly interesting, as will be expected from the following list of notabilities to whom Miss Ackerman will refer: Tagore, Tolstoi, Tesla, Hall Caine, Bernard Shaw, G. K. Chesterton, Ellen Key, Olive Schreiner, Marie Corelli and others. There will be several musical numbers.

Fire on Norwegians While in Lifeboats

Four Men Killed; Ship Is Meanwhile Robbed By German Submarine's Crew

(Reuter's Agency War Service)

Christiania, April 20.—The inquiry into the sinking of the Norwegian s.s. Sxr (?) confirms that the German submarine fired on the lifeboats while the German sailors robbed the ship. Four of the crew were killed in the life-boats.

SEA PASSAGES FOR WOMEN

The following rules relating to passages for women and children are published in the Hongkong Government Gazette for general information, and will supersede all rules previously published:—

1.—Passports will not be granted at Hongkong to women and children to travel by British vessels through the danger zones except in cases of great emergency, or for exceptionally urgent reasons.

2.—Women and children arriving at Hongkong in British vessels on their way elsewhere will be permitted to proceed, but will be warned of the risk attending passage beyond certain ports.

3.—Women and children will not be prevented from travelling in vessels of other than British nationality

THOMAS TO PETROGRAD

(Reuter's Agency War Service)

Paris, April 20.—The French Mission to Petrograd will include M. Thomas, the Minister of Munitions.

Miracle of a Mountain Chapel on Somme Front

A mountain chapel on the Somme Front in ruins. The soldiers often come face to face with unexpected and touching sights, such for instance as this chapel where everything is reduced to dust with the exception of a statue of the Virgin, which, as by a miracle, has been left intact. For this French official picture we are indebted to M. Wilden, the new Consul General for France.

SENOR PRIETO SPAIN'S NEW PRIME MINISTER

Cabinet Liberal But Neutral; Romanones Quit As Too Many Against War

(Reuter's Agency War Service)

Madrid, April 19.—Senor Prieto, the President of the Senate, has formed a Cabinet.

London, April 20.—The Spanish Premier, Count Romanones, resigned because he was convinced that Germany's ruthless submarine warfare was so hurtful to the life of the nation that continued neutrality may become impossible, but finds that a large section of Spanish opinion, even Liberal opinion, is unwilling to follow him. The new Cabinet is Liberal but neutral.

NANKING SOCIAL NOTES

Special Correspondence to The China Press

Nanking, April 20.—The pupils of Hillcrest American School are making elaborate preparations for their "Annual Play" to be given in the Science Lecture Hall, on Tuesday evening, April 24. Proceeds are for the playground fund.

On Friday, April 27, in the big outdoor gym. of the University, the Language Students will give what promises to prove a wonderful performance. Proceeds for the Memorial Hospital.

Mail Notices

MAILS CLOSE

For Japan:—

Per N.Y.K. s.s. Chikugo M. Apr. 24
Per N.Y.K. s.s. Kasuga M. Apr. 26
Per N.Y.K. s.s. Hakuai M. Apr. 27
Per N.Y.K. s.s. Yawata M. May 1
Per N.Y.K. s.s. Katori Maru May 3

For U.S., Canada, and Europe:—

Per T.K.K. s.s. Korea Maru May 3
Per N.Y.K. s.s. Awa Maru..May 6

For Europe:—

Per N.Y.K. Hirano Maru May 2
Per N.Y.K. s.s. Fushimi M. May 5

Democrats Urge Total Prohibition For United States

(Reuter's Agency War Service)

WASHINGTON, April 20.—The Democratic Caucus has voted in favor of introducing a Bill in the present session to prohibit the sale or manufacture of alcoholic liquors.

No Separate Peace Advice of Russian Socialists in U. S.

(Reuter's Agency War Service)

New York, April 19.—A committee of leading Russian Socialists in America has telegraphed to M. Kerenski, the Minister of Justice, urging him to use every effort to prevent the conclusion of a separate peace with Germany, which would result in an increase of militarism and delay the social revolution.

BRITISH IN PALESTINE GAIN GREAT SUCCESS

At Wadi Ghuzze Capture Advanced Positions On Front Of Six and A Half Miles

(Reuter's Agency War Service)

London, April 20.—An official despatch from Egypt reports: We advanced on Tuesday, northwards of Wadi Ghuzze, in Palestine and captured the Turkish advanced positions on a front of six and a half miles. The positions we gained are being consolidated.

British warships assisted in the operations. Fighting is proceeding.

AGAIN ROUTING TURKS MAUDE CAPTURES 1,244

Guns Only Escape Because Cavalry Exhausted; British Loss Is 73 All Told

(Reuter's Agency War Service)

London, April 20.—An official despatch from Mesopotamia reports: On the night of the 17th-18th, General Maude forced the passage of the Shatt-el-Adhaim, which was held by a detachment of the 18th Turkish Army Corps. On Wednesday morning, we attacked the main position of this Corps, which was covering Istabulat, twelve miles south-eastward of Samarra, on the right bank of the Tigris and completely routed the enemy.

Up to the present, 27 officers and 1,217 men have been taken prisoners, while more are coming in. Considerable booty was captured and only the exhaustion of our horses prevented our capturing the enemy's guns.

We lost 73 men killed and wounded. The dash and determination of our troops, especially the cavalry, was brilliant, despite the heat.

Bulgaria Decorates Sultan for Bravery

(Reuter's Agency War Service)

London, April 20.—Great amusement has been caused by a telegram from Constantinople, stating that Prince Cyril, on behalf of the King of Bulgaria, has presented the Sultan of Turkey with the Order for Bravery.

LU YUNG-TING HERE

Local Chinese newspapers report that Lu Yung-ting, the new Inspector General of Kwangsi and Kwangtung, has arrived in Shanghai from Peking and is departing today for Hangchow.

FORT DE CONDE IS IN FRENCH HANDS, WITH OTHER TOWNS

Vigorous Pressure Keeping Germans on Run Toward Chemin-des-Dames

LAFFAUX CARRIED

Great Progress Round Bermericourt; Kaiser's Guns Are Extra Busy

HEIGHTS RUSHED

Double Assault on Chivres To Chivy Line Captures Entire Defences

(Reuter's Agency War Service)

Paris, April 20.—The official communique issued yesterday evening reported: Between the Somme and the Oise, there have been lively artillery actions.

North of the Aisne, the enemy, under our vigorous pressure, continued to retreat towards Chemin-des-Dames. We occupied the villages of Atzy, Jouy and Laffaux and captured Fort de Conde. We maintain close contact with the enemy.

After a sharp action, we captured a strong point north of Hurtebise, taking 500 prisoners and two guns. We made great progress west of Bermericourt.

There was a very violent artillery duel in the Champagne, in the sectors of Moronvillers and Massif. We extended our positions north of Mont Haut and repulsed two counter-attacks.

Brilliant Charge

We carried in brilliant fashion a strongly-fortified trench, with a front of two kilometers, connecting Auberive Wood and Moronvillers and drove back the enemy towards the southern outskirts of Vaudesincourt, taking 150 prisoners. Artillery was active on the left of the Meuse, in the direction of Mort Homme.

The communique this afternoon reported: The enemy's artillery was active during the night, south of St. Quentin. Ours replied vigorously.

We made appreciable progress in the region of Laffaux, where we took 40 prisoners. We repulsed several counter-attacks in this sector.

We carried with grenades several trenches on Cauclere Plateau and south-east of Courcy. We gained ground east of Loivre, by a well-executed operation and took 250 prisoners.

Our barrage and machine-gun fire nullified three stray counter-attacks in the region of Moronvillers, with very heavy losses to the enemy. We took 20 prisoners.

Big Aerial Success

Ten enemy aeroplanes and two captive balloons have been brought down since the 16th.

The success obtained by the French yesterday was of great importance. West of the Craonne Plateau, after having carried the enemy's first line trenches, our troops on the left had consolidated themselves on a front running from Vauxaillon, north-east of Margival, east of Vregny, through Chivres, north of Chassemy, south of Chavonne, Chivy and Ailles, to the regions south of Craonne.

North of the line Chivres to Chivy, the enemy were still in possession of all the heights. Two simultaneous attacks were then decided on and were followed by a complete success.

Driven from Nanteuil-la-Fosse and Braye-en-Laonnais, the Germans still held the positions in between, but soon the Conde to Vailly bridgehead was blown up. North of Vailly, the French storming troops, after climbing the slopes of the Plateau, carried the Maison Rouge position.

On the other line, to the east of Nanteuil-la-Fosse, similar progress was made and, in the evening, the Germans had only a narrow passage left for evacuating the troops jeopardised in the regions of Sancy and Celles and especially in Fort-de-Conde, which dominates the valley of the Aisne towards the east and thereby constitutes a serious hindrance to further French progress, but which seems to be

menaced by French action in the near future.

Germans Exhausted

From Craonne, as far north as Rheims, the battle continued very lively, especially in the region of Ville-aux-Bois, where, for the first time, a strong body of German effectives laid down their arms almost without a fight, thereby evincing their exhaustion.

East of Rheims, from Prunay to Auberive, the largest part of the formidable positions at Moronvillers had been carried on Tuesday. Yesterday, other crests were captured in the same massif which is almost entirely in our possession. It is there that numerous heavy guns have been captured.

Marshal von Hindenburg's plans having been upset, he has now been obliged to withdraw troops from the Russian front and the Bavarian and Prussian troops massed behind Innsbruck have been transferred to the positions between Arras and the sea. By their offensive, the Allies anticipated von Hindenburg and wrested the initiative from his hands.

The Germans have been compelled to fight on ground selected by their adversaries and have already engaged part of their reserves. They must now go on to the end of the battle and put up with all its consequences.

Alexieff's Congratulations

General Alexieff, the Russian Commander-in-Chief, telegraphed to General Nivelle, expressing the joy of the Russian army on learning of the magnificent successes achieved by the French and its ardent wish that the efforts in which the Russian army is resolved to participate at the earliest moment will be crowned with final triumph. General Nivelle has replied, congratulating General Alexieff on his definite appointment as Commander-in-Chief, and saying that the French army will rejoice to learn that the Russian army will soon join in the efforts against the common enemy.

London, April 20.—Field Marshal Sir Douglas Haig reports:—We gained ground, last night, in the neighborhood of Villers-Guislain.

German Accounts

(By wireless).—A German official communique reports: Firing activity continues daily in the Arras battlefield. Our occupation of the fortified zone of the Siegfried and Hindenburg positions, which have long been under construction, began on the 16th and terminated yesterday by our abandonment of the bank of the Aisne between Conde and Soupir. The enemy follows hesitatingly.

The double battle of the Aisne and in the Champagne continues normally. There has been a strong artillery action along the Chemin-des-Dames Ridge. Strong attacks made by the French, near Braye and Cerny, on both sides of Craonne, failed.

Yesterday, the French renewed the attempt to outflank the Brimont position. The French storming waves in the region of the Aisne-Marne Canal five times broke down, with sanguinary losses. We are masters of the situation there.

There has been fighting all day long in the Champagne, in the wooded region between the Thuizy to Nauroy Road and Auberive, which latter we voluntarily evacuated. Our counter-attack pressed back the enemy and we reached our objective. Thus, a second attempt by the French to break through in the Champagne was frustrated.

So far, the French have used more than thirty divisions in both battlefields. An attempt made by the French to re-capture the positions lost on the 17th failed, but they again gained a footing on one summit.

French Are Satisfied

Reuter's correspondent at French headquarters wires that the French are entirely satisfied with the results of their new offensive, up to the present. The capture of the Ostel to Courtecon line is of first-rate importance. Those places constituted enormously strong positions. The compulsory retirement of the Germans imperils the very powerfully organised line from Vauxillon to Fort-de-Conde, on the Aisne.

The capture of Nanteuil-la-Fosse threatens the center of the enemy's defence system. The whole enemy line facing west is threatened from the rear by the capture of Vailly and the advance towards Ostel.

The Germans are bitterly contesting every yard of ground. They crowd their lines with men who fight until the last moment and are often obliged to abandon their guns.

The two divisions which made a counter-attack at Juvincourt were literally cut to pieces by the French artillery. Eighteen new German divisions have been identified from prisoners since the beginning of this battle.

Extinguish Salient

The latest French communique shows that the French have extinguished the salient south-west of Laon, conquered the plateau and, from Jouy and Aizy, its highest points, have a commanding observation over Chemin-des-Dames, the great road running from Laffaux, on the west, to Craonne, on the east. From this road, the country slopes downward to Laon, the citadel of which rises abruptly 500 feet from the Plain.

West of Laon, is the powerful Fort de Laniscourt, protecting the outlet from that huge obstacle, St. Gobain Forest. As there have been no recent reports of fighting at Coucy, or other points fronting St. Gobain, it would appear that the French are engaged in a movement between Laffaux and Craonne, designed to turn St. Gobain.

Fighting has again been general on the whole front from Soissons to Auberive, east of Rheims. The progress at Bermericourt marks a further stage in the envelopment of Brimont, which is south of Bermericourt and north of Coutry, which was mentioned yesterday morning, while the conquest of the dominating positions in the broken Moronvillers country, regarded by the French themselves as impregnable, not merely deprives the Germans of very important observation points, but threatens the forts overlooking Rheims from the east.

German press comments on the battle, while professing that the Allies have not attained the great objectives ascribed to them by the German communiques, explain to their readers that von Hindenburg's policy of evacuation of his front positions is the only remedy against the enormous superiority of the British and French in men and materials.

At The Movies

Apollo Theater

The feature of the present program, which is nightly attracting full houses, is a Pathe's two part photo-drama, entitled "The Little Sisters," dealing with an interesting domestic problem. Other good things are—the 8th episode of "The Adventures of J. Rufus Wallingford," the War and Topical Gazettes, and three mirth provoking comedies. At the matinee today, the first two stories of the "Who's Guilty?" series will be presented.

There is sure to be a big attendance tomorrow night, when the 3rd and 4th stories of "Who's Guilty?" are to be screened. These little problem plays, written by Mrs. Wilson Woodrow, are something entirely new in cinematography and each one causes the audience "furiously to think." It doesn't matter if you did not see the first two (although you're the loser thereby), for each story is complete in itself. The rest of the program will be of the usual high order, including gazettes, animated cartoons, etc.

Victoria Theater

This always popular house of entertainment is to the fore with that fascinating serial "Peg o' the Ring," the third and fourth episodes of which are now being shown, besides a number of other interesting, sensational and comic pictures.

Those who were unable to get to the Olympic Theater to see the marvellous problem-film "Civilisation," will be glad to hear that Mr. Ramos has bought the rights for China, and by special arrangement it will be exhibited at the Victoria for four nights, commencing tomorrow. There will be a matinee next Saturday, and this will be the last chance of seeing this wonderful spectacle.

Olympic Theater

If anyone wishes to see the commencement of "Peg o' the Ring," he or she cannot do better than visit the comfortable and up-to-date Olympic, where the first and second episodes are now being screened. The rest of the program is full of interest, and a most pleasant evening may be spent amidst congenial surroundings.

Clarke's Cirque

Judging by the record attendances each night and at the matinees, this talented company has certainly made good in Shanghai, and doubtless there are many who will pay a second visit. Every turn is good, and one or two—especially the equestrian feats—are better than anything which has been shown here for many years past. The children just love the doggies and the funny men—and so do the grown-up children. There is a matinee today at 5.30 p.m. and the usual evening performance at 9.15.

Towa Theater

Thanks to the quality of the fare provided and the judicious use of advertising, the Towa Theater has rapidly become a popular place of resort. The hall is now under new management, and tomorrow night will show the first two episodes of the famous "Iron Claw" serial, besides other special features. Prices are within the reach of all.

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Plain or Figured

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Shadow Tissues

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of building a house, or acquiring land for any purpose, you should come to a decision without delay, for the longer you wait, the more you will have to pay. Land situated in the International Settlement and the French Concession is still comparatively cheap, but after the war, when Shanghai will go ahead even faster than it is doing now, prices will soar skyward. By buying now, you save money, and, besides, will have the satisfaction of watching your purchase grow in value.

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in a home, we can show you small lots in French-town and in the Western district.

If you are interested

in schools or colleges, we can show you larger lots of from 20 to 80 mow in the Eastern and Western districts and in French-town.

If you are interested

in land for factories, wharves, yards, godowns, etc., we can show you lots of from 10 to 150 mow, fronting tidal waters.

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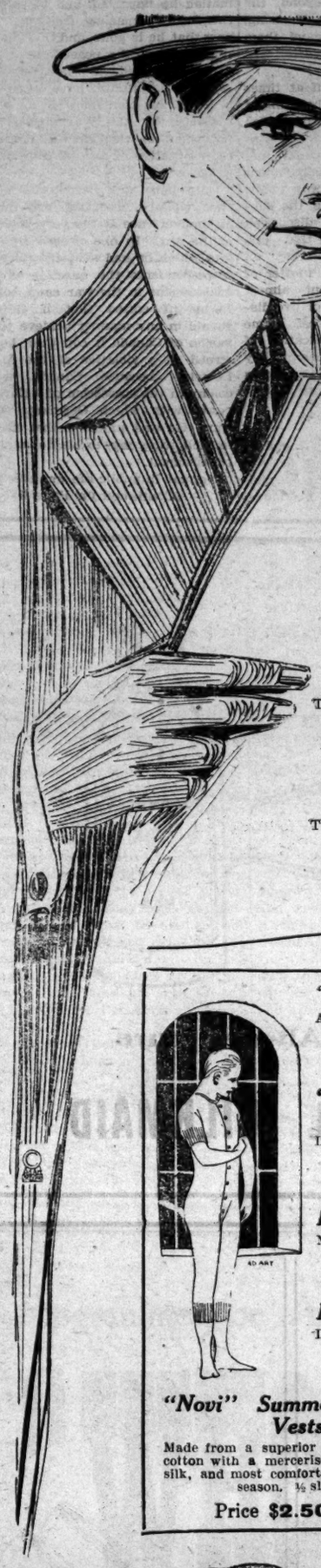

I never miss Whiteaway's Sunday Adv. in The China Press

SUNDAY, APRIL 22nd.

THE CHINA PRESS

Rolled Gold Safety Pins, Hinged Round and Square.
Price $1.00, $1.50 each.

Elastic Arm Bands.
Price 45 cents per pair.

Pearl Cuffs.—Many Styles.
Price $1.00 per pair.

The Deversum Collar Stud, with Turnover top.
Price 25 cents each.

The Pearl One Piece Collar Stud.
Price 30 cents each.

The Gordon Tie Retainer Keeps Your tie in position.
Price 25 cents per pair.

The "Cello" Sox Suspender Celluloid fitting. Silk Elastic.
Price $1.25 per pair.

The Gilt One Piece Stud, for back or front.
Price 40 cents each.

Fancy Pearl Buttons for Waist Coats.
Price $1.50 per set of 6.

The New Flexible Link for Soft Shirts.
Price $1.00 per pair.

Bone Collar Studs for back or front of collar.
Price 10 cents each.

Paris Sox Suspender.
Price 65 cents pair.
Silk $1.25 per pair.

The Wayloo Leather Tennis Belt, Black or Tan.
Price 75 cents each.

TENNIS TIME NOW

The "Premier" Coat Sweaters

In a medium weight soft wool, with two pockets. A good durable garment. in plain White, Grey, and Navy.

Price **$8.50** each

Pure Wool "Jaeger" Sweaters. The "Alresford" Coat Sweaters

Heavy quality made in White with assorted borders of Green, Brown, Reseda and Black. Made with two pockets.

Price **$17.50** each

THE "MARGATE" SHIRT

In a strong cotton material, light coloured grounds, with well assorted stripe designs, fitted with stiff cuffs. A splendid hardwearing shirt at a low price.

Price **$1.00** each

THE "MATCH" SHIRT

In a soft finished Oxford material, fitted with the soft double cuffs. Patterns in Helio, Grey, Blue, and Pink with neat designs.

Price **$2.00** each

THE "HASTINGS" SHIRT

A soft cambric shirt in a good selection of light grounds with stripes of Mauve, Pink, and Blue, Soft double cuffs.

Price **$2.00** each

THE "LYNTEX" SHIRT

Made from a superior quality zephyr, in a range of patterns, with coloured grounds of Grey, Mauve, Pink and Blue, assorted size stripes and neat patterns. Splendid washing material, Stiff cuffs.

Price **$2.50** each

"Aertex" Cellular Vests

Are exceedingly cool and comfortable to wear. Made with ¾ sleeves.

Price **$2.00** each

"Aertex" Cellular Trunk Drawers

Loose, cool and roomy. Delightfully comfortable for hot weather wear.

Price **$2.00** each

Natural Cashmere Vests

Made with ½ sleeves, light in weight and Well finished.

Price **$1.75** each

Natural Cashmere Pants

Length to ankle spliced seats and knees, well finished and durable.

Price **$2.00** each

The "Wayloo" Shirt

For evening or day wear, made of a superior quality and durable white longcloth with stiff linen cuffs. A ready-to wear shirt and evry good value. All sizes in stock

Price **$2.75** each

The "Isis" Shirt

Made from a light weight plain White cotton with White stripes, made with soft double cuffs.

Price **$2.75** each

"Novi" Summer Cotton Vests

Made from a superior quality summer cotton with a mercerised finish soft as silk, and most comfortable for the hot season. ½ sleeves.

Price **$2.50** each

"Novi" Summer Cotton Vests

Ankle length, extra spliced seats and knees, very soft mercerised finish, cool and comfortable.

Price **$2.75** each

THE "CREWE" TENNIS SHIRT

An extremely smart shirt for tennis use, etc. In white mercerized cotton. Very silky in appearance and will wear splendidly. All sizes in stock.

Price **$2.75** each

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Like all "Wayloo" goods is exceptional value. It is made of a heavy white Matte, a non-irritant material, that washes and wears well.

Price **$1.50** each

THE "LEWIS" SHIRT

A plain zephyr material in a well selected variety of shades in Pink, Brown, Blue, Green and Helio. This is a light-weight shirt which will give every satisfaction. Fitted with the correct slope on the neck band. Soft double cuffs.

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Fancy Silk Ties, Hundreds of designs to choose from at
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Count Bernstorff 'Worked' Various Correspondents; Had Them Card-Indexed

Dismissed German Ambassador Shown To Have Been Insidiously And Persistently Active In Disseminating False or Misleading 'News' From the Nation's Capital--Whenever Any Controversy Arose Between The United States and British Governments He Sought To Embitter It

(*New York World*)

Ambassador von Bernstorff's departure, followng the breaking off of relations with Germany, put an end to the most amazing propaganda against the policy of the United States ever carried on by any foreign diplomat accredited to this Government. The World tells below the story of how for two and a half years the German Ambassador—secretly and cunningly—influenced the press associations and newspapers of this country to an extent which is well nigh incredible.

Bernstorff was a master craftsman, and in his relations with the newspaper men in Washington he was far more skilful than any other diplomat has been. Through them he "worked" the American people and managed to offset whatever views or information the State Department was trying to get before the public. He gave to the many newspaper men news that he got from his own Government before it reached the State Department; he gave away news that he got from the State Department before the State Department itself gave it out. With infinite skill he used many American newspaper men to force the hands of their own State Department and obtain publication of news which it was against the policy and interest of the United States to make public.

He shamefully lied to some newspaper men in order to create friction between the State Department and the Entente Embassies, and even succeeded in obtaining the publication as coming from the State Department, and even from the Entente Embassies, of news stories fabricated out of the whole cloth to serve Germany's interests and bedevil public opinion in the United States.

The German Ambassador's activities reveal to what an extent Bernstorff's "modern diplomacy" violated the privileges and abused the immunities conferred by international law on representatives of foreign nations; they show how long suffering the United States has really been. But for President Wilson's determination to keep this country out of war so long as it was humanly possible so to do, and do nothing that would increase the growing tension between Germany and the United States, Ambassador von Bernstorff would have been given his passports more than a year ago.

How He 'Worked' Correspondents

Early in 1916—during the discussion of Secretary Lansing's proposals to the belligerents on the question of armed merchantmen, Bernstorff went so far as to tell newspapermen that the United States Government had decided to adopt the policy of regarding all armed ships, even merchantmen carrying only defensive armament, as auxiliary cruisers and consequently as having forfeited their noncombatant character. This information was entirely false, and indeed was exactly the contrary to what Bernstorff knew to be the facts. Several papers published the information as coming from the State Department.

This so angered the Administration that careful consideration was given to the question of handing the German Ambassador his passports. There was ample precedent for this, as in 1793 Genet was sent out of the country by Thomas Jefferson for inflamatory speeches and other activities far less reprehensible than those Bernstorff was indulging in, and in 1805 the Spanish Minister, Marquis of Casa Yrujo, was dismissed for attempting to influence a Philadelphia editor to favor Spain in a controversy with the United States.

Warned Against Him

It was decided, however, to give Bernstorff a public warning, and the State Department, with the approval of the President, caused the publication of the following warning in the New York Times.

"A feeling of irritation, which may grow into something stronger, exists in high official circles over what are regarded as unfair and misleading publicity methods of the Teutonic Embassies in Washington. The broad intimation came to the Times today from an authoritative source that unless these methods which the Government found so objectionable were discontinued it might be deemed necessary to ask for the recall of one and perhaps two prominent diplomats. . . . The Government's grievance covers a recent period and has especial application to statements appearing the press with reference to the attitude of the State Department concerning a proposed agreement between the European belligerents for the disarming of merchant ships. . . . But foreign representatives in Washington, it was indicated, had sought means of making public what the United States had proposed, and at the same time had given the impression to representatives of newspapers that this Government intended to adopt the new rule with reference to merchant ships armed for defense whether or not the belligerent powers agreed to it.

"To create such an impression through the medium of the domestic press, it was said today in an official quarter, was a violation of diplomatic privilege if any foreign diplomatic representative was responsible for it. Such conduct on the part of a diplomatic officer of a foreign Government would not be tolerated by the United States, it was intimated, and from what was said no reason was left to doubt that if the alleged effort to influence opinion continued this Government would be forced to take position action, the character of which was indicated by the statement that there had been instances where European Governments had handed passports to diplomatic officers who tried to influence public opinion and the governments of the countries to which they were accredited."

Ended Only When He Sailed

The publication of this article had the desired effect, and for two or three months the German Ambassador used greater circumspection in his efforts to influence the American press. Within the six months prior to the rupture of relations, however, he had returned to his old tricks and on numerous occasions caused grave embarrassment to the State Department.

Incredible though it may seem, his efforts did not even cease after his passports had been handed to him, but continued almost to the very day when he embarked on board the Frederick VIII., guarded by a safe-conduct from Great Britain and France, obtained for him by the nation whose hospitality he had so persistently abused. And when he left he got from the newspapers the best send-off any departing Ambassador has ever had: Column after column was printed in the newspapers eulogising Bernstorff, praising him for his frankness and sincerity, and even lauding his "democracy" and sincere friendship for the American people.

Anent the Lusitania

In February, 1916, Bernstorff had delivered to Secretary Lansing the draft of a formal note on the Lusitania, which in the main acceded to the demands of the United States, but the settlement of the case was held up for written assurances as to the future conduct of submarine warfare. These assurances were not forthcoming, and about the middle of July Bernstorff began bringing fresh pressure on the State Department through the press.

He told a few correspondents in "strictest confidence" that the Lusitania matter was virtually settled and that Secretary Lansing had a satisfactory note from Germany on his desk. The result was that the Secretary of State and other high officials of the State Department were continually importuned by representatives of the press to talk about or give out for publication the text of the alleged German note, which, as a matter of fact, was in possession of the United States Government, but had not been accepted by President Wilson as a settlement of the case. It was in vain that the State Department assured several newspapermen that they were being used by Bernstorff. Their quest for news was so persistent that Secretary Lansing refused to further discuss the Lusitania case with them.

A Lusitania Note

About the beginning of August, 1916, a subordinate official of the State Department who assembles the diplomatic correspondence periodically compiled and published as a White Book, wrote the German Embassy a letter, which was signed either by Secretary Lansing or Counsellor Polk, asking for permission to publish one of the Lusitania notes submitted by the German Ambassador on Dec. 4. The German Embassy replied, giving its assent and suggesting that the last note, dated Feb. 16, be published at the same time. This suggestion was never answered, and as the status of the case was unsatisfactory the intention to publish the note of Dec. 4 was abandoned.

Although Bernstorff was perfectly well aware that the note of Feb. 16 had never been accepted, and that the United States did not have the faintest intention to accept it, he told a few newspapermen, always in strict confidence, that the United States had asked for and had received permission to publish the German note "settling the Lusitania case," and stated that its formal publication would mean its acceptance by the American Government. This information was spread abroad as being the position of the Wilson Administration, and the State Department once more was called upon to issue a denial in order to frustrate Bernstorff's efforts to bedevil public opinion in this country.

Certain 'Peace Proposals'

Among the stories believed by the State Department to have emanated directly or indirectly from the German Embassy was one printed in a New York afternoon newspaper purporting to give exclusive details of a message said to have been received from Ambassador Gerard containing certain peace proposals from Germany. As a matter of fact, a despatch had been received a short time previously at the State Department from Berlin giving Germany's views on four important matters, one of which had a bearing upon peace conditions, but any one of which was at least as sensational as the so-called peace move about which the story was written.

It is certain that the Washington correspondent of the paper which published the story had not seen the State Department despatches, but Bernstorff had, of course, received from his Government full information as to the exchange of views had with Mr. Gerard and knew all about each of the four subjects treated in the despatch. There was only one matter the publication of which could have served the German cause, and it was the peace move, which was the only one made public.

The State Department believes that Bernstorff secured the publication of that one item which best served the purpose of his propaganda and was calculated to lull the United States into a false sense of security. Bernstorff even induced some newspaper correspondents to write stories that Germany was ready to back a league to enforce peace and was willing to support a movement for partial disarmament.

Misrepresented President

The sending of Germany's proposal for a peace conference on Dec. 12, at a time when the submarine issue with the United States was most acute and relations were strained almost to the breaking point, led President Wilson to go ahead with a plan he had long had under consideration, and on Dec. 18 Secretary Lansing sent an identical note to all belligerents asking them to state the aims and objects for which they were fighting and the conditions under which they conceived peace might be restored.

After the reply of the Entente powers to Germany had been received Bernstorff did everything in his power to make it appear that the President would send another peace note. He assured his newspaper callers that he had information to this effect, and as a result, day after day stories were sent out of Washington saying that the President would make one more attempt to bring about peace; that he would send another note to the Allies. There was not a word of truth in these statements, and Counsellor Polk, by instruction from the President, issued an official denial.

Not content with this, Bernstorff managed to put out indirectly as coming from the Entente Embassies a story to the effect that the Entente Ambassadors had outlined in despatches to their home governments their belief that the United States would either formally invite official discussion by the belligerents of the principles outlined in President Wilson's speech to the Senate, or would ask the belligerent governments to send representatives to confer with a commission representing the United States on the same subject. There was of course not a vestige of truth in this story, but it threatened for a few days to create great uncertainty in the State Department.

Armed Merchantmen Matter

Another of Bernstorff's recent activities which gave the State Department grave concern was in connection with the statement that the Allies were about to arm their merchantmen fore and aft. Although the German Ambassador was then already in possession of despatches from Berlin announcing that all restrictions were about to be withdrawn from submarine warfare and a policy of ruthless destruction adopted, he started a drive against the arming of merchantmen fore and aft. At his instigation some stories were sent out announcing, as coming from the State Department, that if England armed her ships fore and aft "this would mean that such ships could no longer enter American ports." The State Department had all along persistently refused to consider the location of guns as controlling their defensive character, and once more an official denial had to be issued.

Finally, even after he had been handed his passports, Bernstorff succeeded in embarrassing the State Department by giving out in advance the tentative peace offer of Germany presented by Dr. Paul Ritter, the Swiss Minister, in which it was stated that Germany was willing to negotiate formally or informally with the United States. The Swiss Minister had not intended to present his memorandum until Monday, Feb. 12, but Bernstorff quickly gave out the news to the correspondents on Saturday, and it was sent out by a news agency and printed in an afternoon paper. As soon as Dr. Ritter saw it in print he hurried down to the State Department and presented his message orally. At the request of the State Department this was afterward put into writing and formally presented the next day.

Tried to Foment Trouble

Whenever any controversy arose between the United States and the Entente Powers, particularly Great Britain, Bernstorff used every artifice he could think of to embitter the difference. Under the seal of secrecy Bernstorff would furnish correspondents with his views on what the attitude of the United States should be and supplied arguments that the United States Government itself had no intention of putting forward. This was especially noticeable at the time of the publication of the "black list," when most of the anti-British articles purporting to give the views of the State Department were in reality inspired by Bernstorff. Many of the Washington correspondents refused to allow themselves to be used in this manner, but some, unable to obtain any direct statements of the position of the United States Government from the State Department beyond the official declarations of Mr. Lansing, accepted what Bernstorff gave them and printed it as representing the views of the Administration.

In this manner Bernstorff at times succeeded in creating what might have been dangerous friction between the State Department and the Entente Embassies, who could not understand why the State Department should be apparently inflaming public opinion in cases that were the subject of friendly diplomatic discussion and in which they believed that each side was endeavoring to reach an amicable settlement. As a matter of fact the State Department almost always erred on the side of overdiscretion and not the slightest blame attached to it for the publication of the objectionable despatches. They were merely another and a highly successful phase of Bernstorff's press campaign.

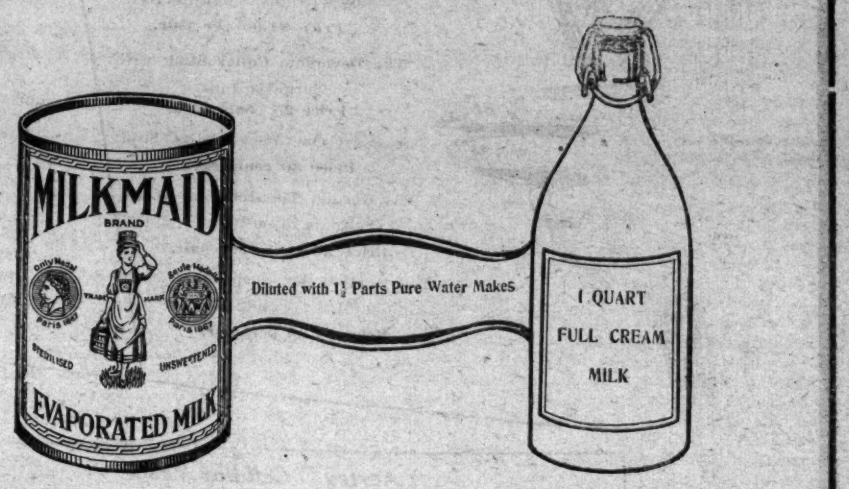
Cordial to Newspapermen

Bernstorff had an understanding with newspaper callers that he was never to be quoted unless he specifically authorised the use of his name. He placed the men upon their honor not to reveal the source of the information he imparted, and he talked to them with amazing freedom. Even now that he is gone, and that his plottings against the peace and security of the United States while still enjoying its hospitality have been fully revealed, his confidence is as strictly respected by the Washington newspapermen as when he was the official representative of an ostensibly friendly power.

Only once was Bernstorff's confidence violated, and that was through an inadvertence at the very beginning of the war. In one of the discussions into which he had skilfully guided the correspondents the question of Canada's status in the war came up, and Bernstorff stated that if Germany should in any manner achieve the invasion of Canada it could not be construed as a violation of the Monroe Doctrine, because Canada was a colony in the possession of a European power with which Germany was at war. He was quoted to that effect on the following day, to his no small embarrassment.

No man in public life was ever treat-

(Continued on Page 5)



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Bernstorff 'Worked' Many Correspondents

(Continued from Page 4)

ed more fairly by the press than was Bernstorff, but on more than one occasion high officials of the United States Government warned newspapermen that the German Ambassador was shamelessly using them for his own purpose; that he was "playing them for suckers" and "pulling their legs"—to quote the exact words of the spokesman for the State Department.

Fruitful Source of News

But Bernstorff was a source of news, one might almost say, the only real source of news, in Washington for many months when relations between the United States and Germany were getting more and more critical. Reporters who as a rule went day after day to the German Embassy were not the heads of bureaus or the most experienced men, although of course when matters of special moment came up Bernstorff did see most of the chief Washington correspondents. The routine news of the Embassy was gathered by men of less experience, who often fell under the spell of the Ambassador's undeniable charm of manner, and who sometimes failed to sift the true from the false, the plausible from the absurd, in the many propositions he advanced on matters of international law and European politics. In this way Bernstorff was able to mislead public opinion and to "get things over" which a man would not under any circumstances have been able to buy.

Official Patience Tried

This was not, however, the only manner in which newspaper men were used by Bernstorff and other representatives of the Central Powers. The Teuton diplomats habitually violated the confidence of the State Department and would give information to newspaper men about matters the publication of which was contrary to the interests of the United States, telling them that they could get confirmation at the State Department but warning them against revealing the source of their information. On one occasion a correspondent of the Associated Press was led into serving the interests of the Austrian charge d'affaires.

Baron Erich Zwiedinek had called late one afternoon at the State Department, where he had brought to the attention of a high official a matter in which the Austrian Consul at Cleveland was involved. As the American official was on the point of leaving the department to keep an important engagement he did not even make a memorandum of what had been told him, but carried the information in his head. The following morning, before he had taken the matter up with Secretary Lansing or mentioned it to anybody, the Associated Press man questioned him about the trouble with an Austrian Consul and asked him for details. The American official told the reporter that there were only two men in Washington who knew of the matter --himself and the diplomat who had given out the story. The newspaper man was requested by the State Department to go back to his informant and to say that the State Department was getting very tired of that sort of thing and had ample powers to deal with such offenses. He was told to be sure that he delivered that message.

Correspondents Indexed

Bernstorff had an elaborate card index system in which every correspondent and newspaper man in Washington was classified, either as pro-German or anti-German. It is significant that it never seems to have entered the German Ambassador's head that a man could be simply pro-American. He divided all newspaper men into two classes—those who were willing to put out news favorable to Germany and to present the German side of any issue that might arise and those who were not willing so to do. It is said that his list of anti-German correspondents was a very small one; that he looked upon the overwhelming majority as willing to present Germany's case as Germany wanted it presented.

An examination of the newspaper files of the past two and a half years shows that Bernstorff was not far wrong. Time and time again the great news gathering associations and leading papers of the country have sent out printed despatches well calculated to create public sentiment in favor of Germany, even in controversies with the United States.

This card index system was most complete. It gave each man's name, age and place of birth; whether he was an American citizen by birth or naturalisation or the subject of a foreign country; where he was educated and how long he had been in the newspaper profession; the names of the newspapers he had worked for and how long he had been with the paper he represented in Washington; the salary he received and whether he had any independent income; his religious and political affiliations. In the case of married men the index carried notes on the social and religious affiliations of their wives, and generally all information that could tell how or through whom the newspaperman could be reached and his sympathies played upon.

Chummy With News Gatherers

Besides, Bernstorff had for years made a practice of committing to memory the names and faces of every newspaper man in Washington he had ever met. There is no doubt that he was personally acquainted with more newspaper men than all the rest of the diplomatic corps combined, and it was very rare that he could not recall a man by name. His democratic demeanor and "hail fellow well met" attitude toward even the small-fry among the Washington newspaper men was in striking contrast to the reserve always observed by other Ambassadors and Ministers and was highly gratifying and flattering to the newspaper men. When receiving the newspaper men in the course of a general discussion he could almost always call by name any man who asked him a question.

The setting he chose for his talks with newspaper men was also well calculated to facilitate his purpose. The German Embassy, a large, red brick building, stands on Massachusetts Avenue Terrace. It is a big commodious place, with a smaller house adjoining that had been added to it and was used as a chancellery. Press representatives rarely entered by the embassy. They went to the chancellery, where the door was always unlocked, and even the formal of ringing the bell was dispensed with. Passing through the hall, the newspaper men proceeded direct to a large waiting room built in what was originally the space between the two houses. After diplomatic relations had been broken off this room was used by the secret service men detailed to watch over the safety of the departing diplomat.

A Charming Host

As soon as Count von Bernstorff was ready to receive the correspondents an attendant would summon them into the embassy proper and conduct them up one flight of stairs to the Ambassador's private study, a very spacious room with a deep alcove, upholstered in red, with heavy red silk curtains, and furnished in red leather. The Ambassador usually sat at a big square-top mahogany desk with richly chased silver fittings. Cigars and cigarettes were always in evidence, but Bernstorff himself rarely if ever smoked. Perhaps the most striking feature of the room was an open fireplace in white marble around which was built a low white marble railing, forming a settle, covered with red leather cushions to match the furniture. It was here that Bernstorff would sit with one foot across his knee, and chat confidentially when only a few correspondents were present. If the gathering was at all numerous he sat at his desk.

When Bernstorff had created the news atmosphere he wanted and had exhausted the topics he wished to place before the public he would lean back in his chair, rub his big, bony hands—the hands of a conjuror—slowly together, and ask: "Any more questions, gentlemen?" That was the signal for a general departure, although usually one or two men would linger for a moment or two and he would exchange a word or two with each in private. Those who most often had the last word with him were Dr. Bathelme, the correspondent of the Cologne Gazette, who was expelled from the Press Club for his criticisms of America early in the war; Bethke, the correspondent of the Staats Zeitung; the representative of the Associated Press and the correspondent of a New York evening paper who also represents the Illinois Staats Zeitung in Washington.

Gave Them Private Talks

Apart from his regular conferences with the press, Bernstorff himself frequently sought private talks with newspaper men. There was always standing outside the Embassy a big Packard roadster, which the Count invariably drove himself and in which he usually was alone, but at times he would take a newspaper man along with him, either if they left the Embassy together or if he met one when leaving the State, War and Navy Building. Sometimes he would pick up a man he wished to talk to on the street. The Count was a very skilful and daring driver, and has given more than one newspaper man cold chills by his habit of letting go the steering wheel to emphasise a point or drive home an argument with a forceful gesture when his car was travelling at a high rate of speed.

At other times he would walk out on foot, and whenever he met a newspaper man stop him and ask the news. The correspondent would of course in turn ask the same question of the Ambassador, and the two would walk along together, giving the wily diplomat the opportunity he sought to put out pro-German propaganda and sow the seeds of embarrassment for the United States Government.

New Commander on Mexican Border and His Staff

GENERAL PERSHING AND STAFF © INTERNATIONAL

General John J. Pershing (at left), who has succeeded the late General Funston in command of the Southern Department, U. S. A., and his staff. General Pershing's headquarters are at San Antonio, Tex., and he will have command over the entire Mexican border.

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A WIFE ONLY HER HUSBAND'S CHOICEST POSSESSION ?
SEE "THE TANGLED WEB"

SYNOPSIS

RUTH ALDEN, a young girl, is the ward of Mrs. Winthrop, a lady of social ambitions but a slim purse. She wants Ruth to marry Harry Kendrick, a Wall Street plunger. Ruth loves Fleetwood Blair. They announce their engagement to Mrs. Winthrop and she orders Blair from the house. She then pens a decoy letter to Blair, signing Ruth's name, telling him that Kendrick will give him a good position on the road for his firm. She urges him to accept and he does. Returning a year later, Blair finds Ruth married to Kendrick, but she is most unhappy; and Kendrick is constantly berating her for her extravagance.

Ruth goes to a rival firm and offers to divulge the business secrets of her husband. This causes Kendrick's ruin. Later, when Blair is visiting Ruth, Kendrick comes home and an altercation follows. The husband is armed and before help arrives fires at his wife and Blair. When the smoke clears away two bodies are stretched on the floor—dead.

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depicting all the principal events.

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Animated Cartoon of news from nowhere in particular by the nationally-popular cartoonist, R. L. Golberg.

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an amusing comedy.

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DIVORCE ! DO YOU THINK IT A SCOURGE OR A REMEDY ?
DON'T ANSWER UNTIL YOU SEE "THE SILENT SHAME."

SYNOPSIS

WITH a daughter in boarding school, Duncan Hilliard and his wife drift further apart every day. Hilliard refuses to accompany his wife on a house party and while there she meets Bruce Kingston. They are much in each other's company and the gossips begin to talk. They return home before the time for the ending of the party and find Hilliard in the midst of the wildest kind of revelry. Kingston tells him that he will marry his wife as soon as a divorce is secured. Hilliard, through a dishonest laywer, arranges a bogus divorce to get his wife's money by blackmail. She marries, but later leaves Kingston as a result. Several years pass, Kingston, now a playwright, marries Eunice Hilliard, daughter of Duncan Hilliard. Mrs. Hilliard returns to learn that her daughter is the wife of Kingston. The night of the opening performance of Hilliard's new play arrives. Hilliard appears on the scene and tells Eunice that her husband lived with her mother as man and wife when there was no divorce. In the final scene of the play Eunice drinks poison from a ring which she wears and falls dead. Kingston overcome, does likewise; and the final curtain is rung down.

"WHO'S GUILTY?"

Famous Writer On Acquaintance

(Continued from Page 1)

magazines as a constant dependable stream to the people of the United States.

"Such a bureau would have more power in the United States if the merchants and business men of China supported and managed it than if it were official or colored by politics. It would not be expensive and I suggest that if the business men of China will establish such a bureau that they do not forget that the young Chinese who are studying in the United States can be enlisted as an auxiliary force in the work. I believe such a bureau would be a true instrument of international acquaintance."

Dr. Kuo, speaking on "Impressions of the Philippines," said:—

"Upon arrival in the Philippine Islands my first feeling was one of surprise. I find peace and order reign everywhere. I find great material improvements have been undertaken, railroads built, navigation developed, agriculture encouraged, commerce expanded to a point of importance in the world's trade. I find a judicial system having been established with codes of law which make justice prompt and effective. I find a senate and a house of representatives conducting business with order and dignity and attacking problems of vital importance to the national life of the Filipino people. Indeed I find more important facts. I find a public school system in full operation with more than two thirds of the children of school age provided with opportunities of a free education, an education closely connected with life and one that squares with the economic needs of the people.

"I find great attention has been paid to public health and sanitation, and am told that the efforts put forth have succeeded in eliminating practically all cholera, small pox, and the plague. So highly developed is public health that Dr. Heiser, the former director of health for the Philippines in addressing an American audience is recorded to have said that it was with grave trepidation that he returned to America, for he suspected that the Americans had not advanced so far in prophylactic sanitation as the people of the Philippines and that he would not be able to keep well until the departure of the steamer that was to carry him back to islands where by the observance of a few simple sanitation rules the fullest measure of health and happiness is assured. My surprise is turned into admiration when I learn that all these represent the achievements of less than a decade of American government in the Philippines. I think all Americans can take just pride in this great and noble work of their country, viz., the transformation of the Philippine Islands both materially and socially.

"I was curious to know what the natives' attitude is toward the American rule. So in my interviews with the leaders of the Filipino people I always asked them to tell me very frankly what they think of the achievements of the American rule. In almost every case I find that they are not unappreciative of the benefits received and in some cases they speak in glowing terms of the success of the American administration. Most of them, however, claim that the achievements of the Americans could not have been possible without the hearty response and ready co-operation of the Filipino people themselves, a claim which is very reasonable for them to make.

"But I soon discover that while the Filipino people are grateful to the Americans for the benefits received they are not yet entirely satisfied. They demand still more, they demand something which they regard as above everything else, namely, independence. This spirit I think can best be expressed by a Filipino leader Mr. Quezon, formerly the resident Commissioner in America and now President of the senate. In a book entitled "The case for the Filipinos" written by a Filipino educated in America the question was raised as to why should not the Filipino people be content with American rule seeing that they now have a greater trade, better roads, more schools, greater personal liberties, and a good efficient government. To this question Mr. Quezon gives the following answer:

"'I will answer in the language of that great apostle of human freedon, Daniel Webster. No matter how easy may be the yoke of a foreign power, no matter how lightly it sits upon the shoulders, if it is not imposed by the voice of his own nation and of his own country, he will not, he cannot, and means not to be happy under its burden.' Mr. Quezon continued:

"'Despite the increase of our trade, the larger number of our schools, the improvement of our means of communication and transportation, and other social and religious activities, we are dissatisfied with the present regime. What do we need? What do we want? We need, we want to accomplish that which alone can really make a people happy, our own self-mastery. In the language of President Wilson, we would rather starve a free people than be fed a mere thing.'

"The recent change of policy on the part of America and the Filipinisation of the government service have given great impetus to the growth of national spirit of the Filipino people. Evidences of this fact are noticeable everywhere. While in Manila we visited the general hospital of the city. The doctor who took us round the wards pointed out the fact more than once that that hospital is entirely run by Filipinos, not a single American doctor or nurse has been left on the staff. In the course of an address given by the President of the Senate on the occasion of the tenth anniversary of the College of Medicine and Surgery, which I attended, he spoke with a great deal of pride over the fact that the dean of that college is a Filipino and not a foreigner. I think he added that before long he would like to see every college of the university headed by a Filipino. In going through the offices of one of the government bureaux the gentleman who took us around noticed the absence of one of the Filipino employees. When I inquired for the reason, I was told that the man had been dismissed for the reason that his national spirit had become too strong for his American associates to endure.

"What is the attitude of the Americans in the Philippines toward this change? one naturally asks. My impression is that the opinion is divided. I met quite a few Americans, especially those who have business interests in the islands, who believe that the present policy is not for the best interests of the Americans, especially those interested in the islands. Many of those in the government service feel that the Filipinisation is going on too fast for the good of the future of the islands and some become dis-satisfied with the condition of things. Not a few of these taking advantage of the retiring act withdraw from service and find employment in more promising fields of service. During my recent visit I secured one or two men for certain schools in China and the number was exaggerated by one of the newspapers in Manila. As a result I have received, since my return, quite a few applications from Americans in government service who desire to sever their connection with their present work and to cast in their lot in some form of service in China. However, there are those who think that the policy of the present administration is in accord with the spirit of the American people and that the process of handing over the government to the Filipino people should be done as rapidly as possible.

"What is to be the future of the Philippines and the Filipino people, only time can tell. There would seem, however, to be but two probable futures before the Philippines, either a continuation of the present policy, the islands remaining under American sovereignty with a government wherein ultimate authority is vested in the representatives of the United States, or the complete abandonment of the islands to their own support. The latter seems the more likely judging from the recent developments. But the ultimate success or failure of independence will depend upon the ability and the character of the Filipino people. Quite a few Americans told me that their hope of success of the future of the Philippines lies not so much in the native Filipinos as upon the Mestesos, the mixed race, especially those of Chinese origin, who form more than seventy-five per cent of the men of influence in the Philippine islands.

"Leaving the future aside this much is true, namely, the Chinese have played and are still playing an important part in the national life of the Filipino people. In an address of welcome given to us by a student representative of the college of agriculture of the University of the Philippines we were addressed in some such fashion: 'It was your countrymen who laid the first foundation of our civilisation; it was they who taught us the art of agriculture and showed us how to trade. So closely interwoven is our life with that of yours that one can scarcely find today a Filipino of importance that does not have in his veins some drops of Chinese blood.' Now this is no mere sentiment of an irresponsible student, but is proven by facts, by the early Pre-Spanish history of the Philippines, which has been made known through the translations of Dr. Hirth and other great scholars of Oriental history. If there is any doubt as to the authenticity about the part the Chinese have played in the past, there can certainly be no question whatsoever as to the part they are now playing in the development of the Philippines, especially in the industrial and commercial life.

"We find the Chinese control almost all the internal trade of the Philippine Islands. Through them goods imported from abroad are distributed throughout the islands and through them also native products are gathered together from the islands and brought to Manila for exportation to America and other countries. They have established systems of credit all over the islands and own a large number of steamers making transportation possible and easy. So successful have they been in business that they have been called the Jews of the Orient and some Americans truly and honestly say in case of competition between the Jew of the West and the Jew of the Orient the latter is likely to be the winner.

"On the whole my impressions of the Philippine Islands are more favorable than I had anticipated. I find the Filipino people an ambitious and self confident race, some of whom believe themselves sufficiently numerous, compact and disciplined to begin independent life as a nation. And I find our own countrymen in a prosperous condition and taking an active part in the development of the natural resources and in extending the trade to the countries beyond the seas. I see everywhere the results of a noble and just policy of a decade of American government in the Philippines.

"That policy is quite in accord with the spirit of the American nation. I believe sooner or later the United States is going to let the Filipino people have what they regard as more precious than life, viz., freedom."

Mr. Tyler Dennett, a New York journalist, also spoke briefly on "Observations on India and the Far East." About sixty people sat down to tiffin.

Arrest German and Seize Bombs in Big Bomb Plot

Fritz Kolb, a German subject, arrested in Hoboken, N. J., charged with having bombs and other explosives in his possession. The police found his room in the Commercial Hotel, near the North German Lloyd Line piers, filled with high explosive bombs and chemicals for manufacturing others. Some of the material is shown in the picture. The police allege that behind Kolb was a widespread plot to destroy munitions plants and depots throughout the United States. Several other arrests are expected.

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OFFICIAL GERMANY 'FANTOD' STRICKEN OVER BRITISH NEWS

London Report That U. S. Had Assembled 2,000,000 Men to Begin War Caused Intense Excitement in Foreign Office

GERARD QUICKLY CALLED; ASKED TO SIGN TREATY

When He Refused, Count Montgelas Hotly Proclaimed Liberty of Americans in Germany Depended on Acceptance

Herewith is one of a series of articles describing freely and comprehensively conditions in Germany from the beginning of Germany's ruthless submarine warfare to the time when Ambassador Gerard's little party crossed the border into Switzerland. It is the first complete, uncensored account of what happened that has reached America.

Henry L. Mencken, who tells the story, is a well known American newspaper man, trained to observe keenly and report accurately. He has just reached America via Spain and Havana and is the first American correspondent to return from Germany since the break.

By H. L. Mencken

Berlin, February 6.—The situation is anything but reassuring. Alarmed by the Reuter despatches announcing the seizure of German ships in American harbors and the occurrence of anti-German demonstrations in New York and elsewhere, the Foreign Office is trying to get Gerard to reaffirm the treaty of 1799. More, it is trying to get him to bolster it up with new provisions—one of them requiring the United States to provide a safe conduct for the German ships back to a German harbor. Gerard, of course, has refused to make any such agreement or even to enter upon negotiations. In the first place, he has already lost his diplomatic character and can no longer deal with the Foreign Office, and in the second place, he can't communicate with Washington in cipher and is thus unable to get orders.

Count Montgelas Grew Angry

This morning the exchange of ideas across the Wilhelmplatz seems to have grown rather heated. Count Montgelas, one of the Under Secretaries, came to the embassy with a draft of the proposed new treaty and asked Gerard to accept it at once. When he refused, Montgelas got excited, and broadly hinted, according to Gerard, that "the liberty of Americans here in Germany" might depend upon his acceptance.

"What Americans?" demanded Gerard.

"The American correspondents," said the Under Secretary.

"Well, then," replied Gerard, "the American correspondents will have to be flocked up. Surely you know them well enough to know that they won't ask me to agree to such nonsense to peep them out of jail. Go ask them."

The Under Secretary, in considerable confusion, departed. Gerard showed us the draft of the proposed new treaty this afternoon, in English and German. The bureaucrats of the Wilhelmstrasse at their old imbecilities. Nothing could be more ridiculous than such a proposal, for in the first place an Ambassador cannot sign a new treaty without specific authority, and in the second place, Gerard is no longer an Ambassador. Obviously, the inflammatory stuff that the English press agents are pumping into Germany has set the Foreign Office to running amuck.

Many Wild Rumors Afloat

Meanwhile there seems to be a deadlock, and all sorts of wild rumors are afloat. The Foreign Office says that it has not heard from Bernstorff and doesn't know how he is to get home, nor whether the German Consuls in America are to be permitted to come with him. Gerard wired to the Amecrian Consuls in Germany yesterday, but hasn't heard from them and doesn't know whether his messages have been delivered. This afternoon the embassy telephone was cut off—just why, no one seems to know. He has also sent the Consuls a circular by mail, ordering them to close their consulates and leave Germany. The Spaniards are not yet on the job, and so there is no medium of official communication between the embassy and the Foreign Office.

Reuter continues to load the wires with despatches obviously designed to keep the Germans heated up. For example, one says that the United States is to raise an army of 2,000,000 men and put them into the field as soon as possible. Another says that all the wireless stations have been seized and that the whole navy is preparing to put to sea. Some of the "news" coming in via France, Holland and Denmark is nonsensical on its face. For example, the Paris Information, a third-rate paper, reports that the War Department has called up "the first three classes of the State militia." Another report has it that conscription has been adopted.

The few cablegrams that come direct from the United States are a good deal more reassuring, but at such a time as this, of course, the worst is always believed.

Marshall 'For Peace'

The Wolff Telegraph Bureau reports by wireless from New York that William Jennnings Bryan addressed a peace meeting in Madison Square Garden last night, aruging that it was the duty of the United States to keep out of the war. The Vossische Zeitung reports that he delivered another speech before the Washington Chamber of Commerce declaring that under no circumstances will an American army come to Europe. Vice-President Marshall is reported as saying that American participation in the war is extremely improbable. Pacific utterances are also credited to Congressman Kitchen and to other politicians.

But these calmer voices are drowned out by the uproar via England. The Germans seem to be particularly jumpy about accusations of dynamiting and other such sport. One despatch says that the torpedo-boat destroyer Jacob Jones has been sunk at her dock at Philadelphia, and hints that a German spy did the work. Another says that the Collector of the Port of New York has found a bomb on his doorstep.

All this, as I say, gives the Wilhelmstrasse the fantods. Nevertheless, the general public continues to exhibit the utmost calm, and there is not the slightest sign of anti-American feeling.

Cause for German Joy

The evening papers are heavy with despatches from Berne, The Hague, Copenhagen, Christiania and Stockholm indicating that the adjacent neutrals are not likely to accept Dr. Wilson's invitation to join the United States. The big headlines show how joyfully this news is received.

February 7.

Gerard is without news and seems helpless. He keeps on saying that the is a hostage, a prisoner, and can do nothing. He hasn't heard from the Consuls; he hasn't heard from Washington; he hasn't received his passports; his telephone is still cut off. This morning he told us that we were all prisoners and that it was doubtful if we'd get out. It seems absurd, and yet he appears to believe it. I have a feeling that a reasonable spirit of give-and-take would quickly relieve the situation, but there is no sign of it on either side. The bureaucrats of the Foreign Office keep bellowing about the seizure of ships and the treaty of 1799, and Gerard sits in his tent.

Schutte (an American correspondent) has gone to the Foreign Office and raised a row about the cutting off of Gerard's telephone. The officials there express surprise and say that it must have been done by some too brash subordinate. They say that the service will be restored at once and that an apology will be offered to Gerard. Why didn't he complain himself when the thing was done, nearly two days ago? He has told us about it half a dozen times, and yet he has apparently made no complaint, nor even an inquiry.

American's Passport Woes

The embassy has been crowded all day by Americans with passport troubles. A mixture of humor and sadness. In a corner I noticed a middle-aged woman quietly weeping. . . . Much of the comedy is furnished by a gentleman connected with one of the Polish relief committees. The Germans have refused him permission to leave Germany unless he can show a ticket for a steamer that will not go into any English port for examination—a thing impossible to obtain, of course. He is desperately eager to get out and pours his troubles into every adjacent ear. Other Americans have been promised passes in two, three or four weeks. Obviously, the Germans are playing for time, to see what happens to their compatriots in the United States. It is unpleasant for those who are in hurry, but war can't be separated from unpleasantness. . . .

Still a vast calm, an air of confidence, even a certain jauntiness. Whatever the jumpiness of the Foreign Office, the German people seem to be quite without any fear of the future. Hindenburg says that the army is ready for any eventuality—and whatever Hindenburg says goes. . . . The papers get a lot of fun out of the news that Roosevelt has volunteered as a Major General. One of them prints a long poem this evening describing the panic in the German army on receipt of the news.

A week since the U-boat note. A week of stalling and suspense. But, after all, a week worth living through.

Millionaire Yachtsmen and Maritime Men to Aid U. S. Navy

Franklin D. Roosevelt, First Assistant Secretary of the Navy, months ago enlisted the aid of scores of millionaire yachtsmen and shipping men of New York, as well as many tugging, towing and wrecking companies and maritime departments of great railroads, in preparation for hostilities with Germany.

At a special meeting in New York, addressed by Mr. Roosevelt, all of the yacht and motorboat organisations and all of the shipping and railroad maritime interests were represented. Steps were taken to organise the thousands of steam yachts, power boats of all classes, fishing vessels, wrecking steamers, harbor tugs and sea-going tugs into a branch of the Navy Department which would be invaluable for submarine defense. Arrangements were also being made to enlist 10,000 volunteers to help man the craft. In this the Masters', Mates' and Pilots' Association, all other seafaring unions, naval militia and yacht clubs were giving assistance.

Vincent Astor, besides being prominent as a yachtsman, owns the Noma, one of the largest sea-going yachts in the United States, and several other smaller yachts. Robert E. Tod formerly was commodore of the New York Yacht Club. He represents the millionaire yachting group. Charles L. Poor commands the First Battalion, New York Naval Militia. P. A. S. Franklin is president of the International Mercantile Marine, which owns the big American Line steamships.

MAIN-DANUBE WATERWAY

Grandiose Scheme To Link Germany With the East

Some remarkable speeches were delivered in the final debate on the Main Danube Canal Bill, which was described in The Times last week. Although the North German Press has not been allowed to display the slightest interest in the undertaking, all the speakers insisted that Bavaria is initiating a great work on behalf of the whole Empire and of "Central Europe," and that King Ludwig must have the support of all Germany. The Center Party spokesman, Herr Held, said that, while they had no objection to the junction of the Danube with other rivers, the linking of the Danube with the Rhine "is the backbone and the base of the whole German waterway system." Bevaria "was proceeding to solve a German economic question and a German strategic question—a question of the utmost political importance to the whole German Empire." The speech of the Radical spokesman, Dr. Gunther, contained the following:

Somebody coined the phrase "Berlin Baghdad." Why shall we not say "Antwerp-Baghdad"? I consider it utterly impossible that we should ever hand back Antwerp to the mad Ministers of King Albert. Why should not Antwerp be connected with the Rhine? What w still have to do is to prolong the great waterway into Austria Hungary and the Balkans. Mackensen has seen to it that the guns of Belgrade and Semendria can never again menace our Danube shipping. As for Rumania, that criminal State will never recover the position which she had before.

It is true that the mouth of the Danube are not yet in our possession. But only the middle arm concerns our shipping, and I think we are sure to get this. And even if the three mouths of the Danube were to remain in the possession of the enemy there would be a simple way—a canal through the Dobrudja. Even the strongest Russia surely does not believe that the Bulgarians will ever give up the Dobrudja.

For communication with tne East we have two roads—the Baghdad Railway and this great waterway. Precisely on the Danube we have great German tasks to perform; a beginning has already been made at Sofia by the establishment of a German newspaper. We will not abandon oversea trade, but we will thank our enemies for having directed our attention to the East. In enemy countries people will say, "What impudence this is on the part of the Boches to begin this work when they are threatened with ruin!"

OVERTIME AND HEALTH.

A man or woman working overtime to keep up the supply of munitions is serving our country. Even if health suffers, it is a sacrifice which the patriotic worker will not regret. And with proper protection the health can be safeguarded.

In other trades also workers are putting too great a strain on their strength.

Someone else, besides the firm, has to pay for overtime. The workers have to pay for it. They pay in nervous, broken sleep, over-tired nerves, and low spirits. They pay in anæmia and impoverished blood. They pay in enfeebled health and premature age—unless they protect themselves.

But they can protect themselves. The protection is plenty of pure, rich blood, and the one way to make good blood in plenty is to take Dr. Williams' pink pills for pale people. You will soon see the effect in an improved appetite, better spirits, and the power to go on working overtime without being hurt by it. A man or woman with plenty of blood in the veins is capable of heavy work and long hours without suffering. And the pills which make blood are Dr. Williams' pink pills, obtainable everywhere, also direct from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, $1.50 per bottle, $8.00 for six, post free.

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DEATH

ROBINS. At the Shanghai General Hospital, on the 20th instant, Mrs. E. Robins. 13565 A22.

The Balance Of Power

(*Christian Science Monitor*)

WHEN Mr. Wilson made his now famous speech, before the Senate, on the subject of a league to insure peace, he had, if this paper has read his intention aright, more than one aim in view. He desired, in the first place, that is to say, to put on record, in the presence of the nations of the world, the terms on which, in the days of his second presidentship, he was prepared to recommend the American people to enter such a league. It will be remembered that the possibility of such a league had been discussed even before the outbreak of the war, and it will also be remembered that Mr. Balfour's remarkable State paper, with reference to the Allies' proposed peace terms, had in a way, no matter how indefinite, extended an invitation to the President to share in the proposed league, if such a league proved a realisable idea. In these circumstances Mr. Wilson, we imagine, felt that he was called upon to make known publicly his own position in the matter as head of the Government of the United States. He felt that it would not be fair to the European Powers to permit them to count in any way upon the assistance of the United States, under the impression that that assistance would be forthcoming on any but a very definite basis. He therefore placed his terms before the Allies and the Central Powers, not with any intention whatever of forcing their hands, but simply and solely in the light of information which would be absolutely necessary to them in considering future steps.

Mr. Wilson had, however, we feel sure, a second and possibily a more far-reaching purpose. As a student of history he could not fail to be aware of the part which had been played in the world's affairs, even from a period long before the Christian era, by the curious diplomatic formula known as the balance of power. Now the balance of power may or many not have been a diplomatic necessity during the past ages. It may, quite possibly, have been the only method by which the mad ambitions of monarchs, and the equally mad passions of nations, could have been restrained during the long stretch of centuries when might was the only right recognised. In any case the balance of power, beginning with the old internecine strife of the Greek republics and principalities, and continuing through the long period of warfare between the cities of the Italian peninsula, after the breaking up of the Roman Empire, became gradually a fixed policy of European diplomacy. It reached its most curious development, perhaps, at the moment when the interest of the Pope, as head of the Church, began to clash with his interests as head of the papal states. The Thirty Years' War had been entered upon nominally by the Emperor as the champion of the papacy. As time went on, however, the aims of the Emperor began to conflict with those of the head of the papal states. As a result the Emperor was forced gradually into a position of opposition to the Pope, who found himself in the acutest sympathy with that curious coalition against the Empire, which was guided on the one side by the first soldier in Europe, the Protesant, Gustavus Adolphus, and on the other by perhaps the greatest of all Roman churchmen, the Cardinal Richelieu.

The policy definitely initiated in these conditions has continued down to the present moment. It was this policy which sent the redcoats of Cromwell, shoulder to shoulder with the blue uniforms of the Gardes Francaises, over the sand dunes at Dunkerque, against the yellow infantry of Spain. It was again this policy which made the Calvinistic Stadtholder of the United Provinces the inspiring leader of the great coalition, under whose banners were massed half the nationalities, languages, and religions of Europe, when William of Orange engaged in that terrific struggle with Louis XIV of France. It was the effort to maintain this balance of power which continued the work of William, when the troops of the coalition, under Marlborough, fought with the troops of Louis, under his marshals, over the boast of the Bourbon that there were no longer any Pyrenees.

It was the determination to preserve this balance of power which caused Canning to recognise the revolting South American republics, with the declaration that he had called in the New World to redress the balance of power in the Old World; which produced the tremendous coalition against the Emperor Napoleon; which brought forth, at the end of the Nineteenth Century, the dual alliance of France and Russia against the triple alliance of Austria, Germany, and Italy, and which finally led to the formation of the various ententes, which were grouped around the dual alliance.

Now from the first struggles of the Grecian cities down to the outbreak of the Armageddon of the Twentieth Century is a long cry. But all down those centuries, as President Wilson well knew, men had been striving to build peace on war, to protect themselves against force by force, and had accepted as their motto the famous saying of the Roman, "The way to maintain peace is to prepare for war." Looking back over the history of the past, President Wilson saw that every one of these coalitions had, in the day of their victory, dictated a present peace to their opponents which contained the seeds of a future war. He felt, however, the demand of humanity, of Principle, for the ending of this strife, and he wished, we imagine, to convey to the nations of the Old World a new reading of Canning's great dictum. He was willing, in short, that the New World should be called in to help the Old World. He was willing to place the fleets and armies of the United States at he disposal not of the god of war, the Mars of the old Roman, but at the disposal of the God of peace, whom men came first to recognize when the star of Bethlehem stood over the manger, in Galilee. In other words, he was prepared to sacrifice the security of the United States behind the great ramparts of the Atlantic and the Pacific, if he could be assured he was not sacrificing it to that will-o'-the-wisp called the balance of power, but to the demand of Principle.

The President surely did not mean that the present war should not be fought, if the belligerents so desired, to a finish. He did not mean that the victor should not entrench his victory behind every legitimate rampart for securing himself against another war. What he did mean was that the peace signed in victory should not be a peace like the old peace, signed when a defeated nation was crushed under the heel of the victory; when provinces had been torn from nations as though their inhabitants were herds or flocks; when men and women had been reduced not to social, but certainly to political slavery, with the result that in doing this the very hands of the victorious coalition were sundered, and the ground prepared for another nation to attempt the hegemony of the civilised world, and for another coalition to be formed to defeat this effort, and to restore the balance of power.

Jerusalem

By O. C. A. Child In The New York Times

Again the Briton nears the ancient gates!
The city of the Holy Sepulchre
Sits in its Eastern calm and dumbly waits
The coming of the legions from afar.

They're dust a thousand years, the knightly train
That followed Richard's leopard-blazoned shield
Down the long road that valor pointed plain—
The path of honor to the stricken field.

Now men as bold as they, their sires' sons,
Toil through the sands where centuries ago
Their forebears fought—awake with roaring guns
The dead who heard crusading trumpets blow.

Perchance the ghost of grim old Saladin
A scimitar across their path may fling.
Yet shall one wave them onward till they win—
The wraith of England's Lion-hearted King!

Joy Riding At The Front With G. B. Shaw

(*Mr. George Bernard Shaw visited the British front at the invitation of Sir Douglas Haig. He is now recording his experiences in The Daily Chronicle.*)

The Technique of War

By George Bernard Shaw

All gentlemen of the armchair will agree with me if I say that questions as to the origin and spiritual justification of the war are matters of opinion, to which no two men can be expected to give the same reply, and that questions of military technique are questions of ascertained fact to which there can be only one answer. But I shall say nothing of the sort, because, as an old politician and amateur of science, I know better. At the front, if you ask excessively complex, perplexing, and finally unanswerable questions as to the psychology and ethics of the war, from its far back germination to its still highly speculative upshot, you will find fifty men giving you the same answer, especially if they all read the same newspaper. But if you ask the technical experts a question on a point of simple fact concerning their weapons or any other part of their technical materal, you get answers of startling discrepancy. When the answer to a question is a figure, one authority says 100 and another 20,000. Every playwright is familiar with this phenomenon. He has to consult experts on technical points when his play touches on technical matters (often military, and sometimes medical); and every expert gives him a different answer and, when he pleads the previous answer, declares that the other expert is an ignoramus, Finally the playwright is driven to conclude that science is a matter of the taste and fancy of the scientist, whilst the conduct of a hushand when he discovers his innocent wife concealed in the bedroom of another gentleman is as immutable as the orbits of the spheres are supposed to be—probably erroneously.

Therefore my remarks on the technique of the war are founded, not on the authority of the experts whom I consulted at the front, but on my own civilian observation and common sense, which must be taken for what they are worth.

Military Paradoxes

First, then, if the big guns had the precision to which they pretend, or even anything approaching it, the war would be over in two days. The armies could cut off each other's communications, and consequently each other's supplies of food, at a trifling cost. On the Somme front the Germans, having recently occupied the British positions, know as much about them as we do. Our aeroplanes have provided us with photographs of the German positions; and the stereoscopic projection and interpretation of these photographs have reached a pitch at which they are now practically completely intelligible. The British taxpayer reads of how the big guns can hit an invisible mark at the other side of a range of mountains, and of how the airman, with his wireless telegraph, can from his perch in the empyrean send to the gunner the correction for his gun and ensure the destruction of everything within the range of his bird's-eye vision. And the British taxpayer, knowing that shells cost anything up to £1,000 a-piece, and that even a small shell will dispose of 12 men and wreck a railway line, or dig up a roadway so as to make it impassable for at least two hours, is led to calculate that five million shells would wipe out the entire German nation, and that 12 shells per day per road would cut off the food and ammunition of the enemy, and bring him to his knees in 48 hours. When nothing of the kind happens, and he is asked to find money enough to cover his most extravagant estimate of the cost of bringing the war to a sudden and decisive end ten times over every week, he is tempted to complain that something must be wrong; that the armies are not really trying; that the kings and the profiteers are intriguing to make war perpetual; that the Generals are dug-outs who should be superseded; and that a more resolute prosecution of the war should be made apparent by the infliction of some new and extraordinary inconvenience on himself and his neighbors (especially his neighbors) and a sensational annihilation of the Hun.

Bullets and Their Billets

Now I, as an amateur and a civilian, must not venture to say that the instruments of war are not instruments of precision; but I may and do say without risk of contradiction that the things which would happen if they were instruments of precision do not happen, in spite of the fact that the desire of the soldier that they should happen is beyond all question. If they did, I should not be alive to tell the tale. To work out on paper the correction for aiming a big gun takes a chartered accountant five minutes, and would take me half an hour. But when the correction is made and the gun fired, a dozen conditions of atmospheric pressure and refraction, and heaven knows what not evade all correction, and shake even the eternal principle that every bullet has its billet. You have to fire 5,000 shells on the off chance of one reaching the mark, and the consequence is that unless you are very flush of ammunition you do not fire at all. I stood with astonishment behind and before British batteries shelling the Germans with reckless prodigality. We were within easy range of the German guns; and I waited for the reply There was no reply: Brer Boche evidently considered that a shell saved is a shell gained. As the besieged Roman destroyed the hope of the beleaguerer by throwing loaves to him, we parade our resources by showering shells on the Germans as if they were eggs at 16 a shilling. When I last met Richard Strauss we were standing in the courtyard of a London house, listening to a band of strange instruments from Barcelona which set our midriffs vibrating with their terrific fortissimo: and our cry was "Louder, louder" But the thundering batteries on the Somme were still better than the Barcelona orchestra; and I found myself wishing that Strauss were with me to enjoy it: for at the front you do not hate your enemy, though it may be your lot to fight him and kill him. Hating is one of the things you can do better at home—and you generally stay at home to do it.

Thus, you see. Brer Boche no longer fires at you merely because you fire at him; he fires when he wants to hit something; and my point is that in spite of all the devastation I described in my last article he does not hit it except once in a way, almost by chance. After all, it is the man with the bayonet who goes straight to his mark; and the artillery is most useful when it is clearing the barbed wire from his path; for the days of the cutting pliers are past; and he who sends his men over the top before the wire is brushed away by the guns is a dug-out who is likely to be permanently dug-in if he is rash enough to share the exploit he orders.

Hence you have the miracle of roads crowded with trains of lorries and troops coming and going from the trenches, and of railway trains puffing away as openly as at Croydon, of batteries with their camouflage worn out and howitzers without any camouflage at all, naked to the heavens, all so well known to the enemy that if I were to give not only the names of the places, but their very latitude and longitude, I should make him no wiser than he already is, and yet I was safer there than in London after dark. I had to dress for the part of man-at-the-front in khaki, lest the visibility of my ordinary clothes should devote me to certain death at the hands of the Hun. Well, I traversed the Somme front very agreeably in the company of General Giorgescu, whose brilliant Rumanian uniform would have tempted anyone with the true spirit of a marksman even in time of peace. When the general was remonstrated with for running this risk he laughed and pointed out that the snow had made khaki as visible as scarlet and gold. He was quite right: I might just as well have borrowed a herald's tabard from Sir Alfred Scott Gatty for battlefield wear as far as my visibility was concerned. On all hands I could see bodies of men moving about, showing up against the glittering virgin snow like the bull's eye on a target. Yet neither they nor I were a penny the worse.

A Poor Opinion of High Explosives

I must add that I was left with so poor an opinion of high explosives that I believe we should go back to the black gunpowder of Waterloo if only it were possible to carry the great bulk of it that would be needed. I have already described how the houses of Ypres are still standing, though practically every hearth has had a high explosive shell detonated on it. They make prodigious holes in the ground, these shells; and they hurl the clods to the sky with volcanic energy; but the sky is just where they are not wanted. A less ardently aspiring, more terre a terre, expansive explosive would be much more useful. It would bring a house down by blowing its ankles from under it instead of first knocking its roof in and then very superfluously blowing it off again. Lateral, not vertical energy, is what, as it seems to the amateur, is needed. Inventors please note.

The combination of imprecision with the narrowest localisation of effect leads to an impunity under exposure which is incredible to the man at home. I saw a steel foundry, one of the largest in the country, with its furnaces visible at night for a dozen miles round, in full blast under the very noses of the German air service; yet none of the many bombs aimed at it have done any damage worth mentioning. Its risk from its own accidents is greater than from the engines of destruction brought against it by its powerful enemies. The British air squadron which entertained me for a night has discarded observers, photographic cameras, and bombs, and consists of pure duellists. Their machines carry one man only and he with one hand on his tiller and the other on his machine gun, throws himself on any German he can find in the air, and intimates, in effect, like the Shakespearean warrior, that "for one or both of us the hour has come." At that station the commanding officer, in pointing out to me an alarum horn which meant "Huns," accidentally touched the button and sounded it. Before he could explain that it was a false alarm a knight errant sprang into the air and spent the next hour searching for an imaginary foreman. For the credit of one of my own profession let me add that this commanding officer was a famous actor. That he handled a flying squadron without effort was easy for me to understand. To a man who has produced a modern comedy, a campaign is child's play.

I do not of course, mean to imply that duelling in the air is superseding observations, photography, bombing, fire-direction, and the like. At another station I had seen the two-seater aeroplane with all its apparatus, including the sighting contrivances by which the dropping of a bomb can be aimed like a rifle on the Bisley ranges. But the duellists brought me back to the fact that the man is still the instrument of precision par excellence. You do not have to send a thousand airmen to do the work of one. You do have to send a thousand bombs to do the work of one. And, after all, they are much less likely to do it.

A Series of Experiments

I insist on these points—always inviting you to bear in mind that I have no authority for them except my own conclusion from my own amateur observation—for two reasons. First, for the sake of those who, having husbands and sons and friends and brothers at the front, or being themselves in training for that fiery ordeal, are tormented by the idea that nothing can long escape these terrible engines of destruction which have eyes in the air, and whose trajectory can be determined so exactly by their elaborate sighting contrivances and carefully calculated correction that they can slay a man infallibly 15 miles off. They can, O anxious ones; but somehow they don't. The Commander-in-Chief, with whom I spent a very pleasant afternoon, was good enough to take me to witness a series of experiments with certain terrifying methods of destruction which the hardiest hero might shrink from facing. Yet seasoned warriors who had tried and faced these things laughed, and made offers with respect to them which reminded me very strongly of the bets which my colleagues on the old St. Pancras Vestry used to make when we discovered a new method of detecting the germs of deadly disease in milk. They would, for a bet of half a crown, drink a quart of it; and they never paid the penalty which science declared inevitable. The danger of these infernal machines is real and appalling enough; but it cannot seek its foe as a man does. At Ypres, when the gas scattered one regiment, and its victims lined the road, coughing their lungs out in torment, another regiment, undaunted by the spectacle, went through them up towards the gas and carried on. No doubt these miracles can be explained; but they certainly occur; and the moral is, do not be in a hurry to bid the devil good morning. Life is very uncertain at the front; but so is death. The inevitable does not always come off.

My second reason for insisting is the aforesaid British taxpayer. He must be taught that war is not precise and economical. It is almost inconceivably wasteful and extravagant. It burns the house to roast the pig, and even then seldom roasts him effectively. It is a gamble in which the German citizen and the British citizen must play the impossible martingale of double or quits. The German is economising his ammunition only that he may waste it madly when the battle is joined again. We are damning the expense and hammering away because it is a poor heart that never rejoices; also no doubt because we have calculated that extravagance pays. But calculation or no calculation, waste is the law of modern war; and nothing is cheap on the battlefield except the lives of men. Give your soldiers trench mortars enough; and no enemy can live in his trench or escape being buried alive in his dug-out. But the Kaiser can say as much with equal truth. Therefore, my taxpayer, resign yourself to this: that we may fight bravely, fight hard, fight long, fight cunningly, fight recklessly, fight in a hundred and fifty ways, but we cannot fight cheaply. That means that we must organise to increase our production. Mere saving wins no battles. If we are to destroy with one hand we must create with the other.

One more moral. All the gases and poisons and flame projectors that our enemies can invent and we copy are negligible as factors in victory compared to an increase in the number and precision of the weapons which kill wholesale. And you can increase precision not only by improving the weapon, but by keeping your head better when using it. That is the mischief of hatred: it is bad for the head. The man who says. "I will turn the handle of the machine-gun; but I will not hate my enemy" is really more likely to hit him. He who buries the hatchet is more likely to bury it in the skull of his respected foe than to chop his own shins with it.

Moltke On 'America's Mighty Veto'

William Starr Myers writing to The New York Times, says:—The original of the accompanying letter from Field Marshal von Moltke to the late General George B. McClellan may be found in the large collection of the McClellan papers now in the Library of Congress at Washington. Through the kind permission of Professor George B. McClellan of Princeton University, the son of General McClellan, I am able to place this letter before the public for the first time. It has a timely significance at the present crisis in our national affairs, for it shows that the development of the idea of a submarine was occupying the attention of some, at least, of the German leaders of forty-four years ago. Also it shows that the great von Moltke, who has been charged with being the leader of the militaristic party in the Prussia of his day, desired the Germans to remain a peace-loving people. He even hoped that America would interpose its mighty veto against every new disturbance of the peace;

[Translation.]

Berlin, March 6, 1873.

Your Excellency's honored letter of the 7th of February reached me only day before yesterday. With regard to the torpedoes, I beg leave to reply that of course experiments are continually being made by the Ministry of Marine. The particulars concerning these experiments are not known to me; in general, however, I hear that percussion-primings have not stood the tests. As a person can accurately determine, by an apparatus of mirrors, the exact moment when a ship appears above a torpedo, the explosion can be effected from the land by electric control with greater certainty. Submarine torpedo boats, which directly attack hostile vessels, indeed still require a thorough testing, although in theory they may be preferable to everything else.

We believe that we have obtained, by means of torpedoes, an effective defense for our coasts, but on this account we have not by any means neglected to make secure the most important points by means of coast batteries and armored vessels.

You kindly recall our personal meeting in the year 1868. Two years later we decided upon war at the right time, that is to say, only one day later than did the French, and so we got the start of them with our better prepared armament.

Personally, I was in the fortunate position of not being compelled to attack, as was your Excellency in the year 1862, before everything was thoroughly prepared for it. Unless I am mistaken, your plan, thus frustrated but then already decided upon, to advance from all sides simultaneously against the territory of secession, nevertheless two years later led to final victory.

I am pleased that you see no danger to the peace of the world in the success of the German arms. For centuries almost all European wars have been provoked by France. I believe that the Germans will show that they have become a mighty nation and have remained a peace-loving one. May America interpose its mighty veto against every new breach of peace!

While begging you to keep me in kindly thought, I remain, with most distinguished respect,

Your Excellency's very devoted,
GRAF VON MOLTKE,
General Field Marshal.

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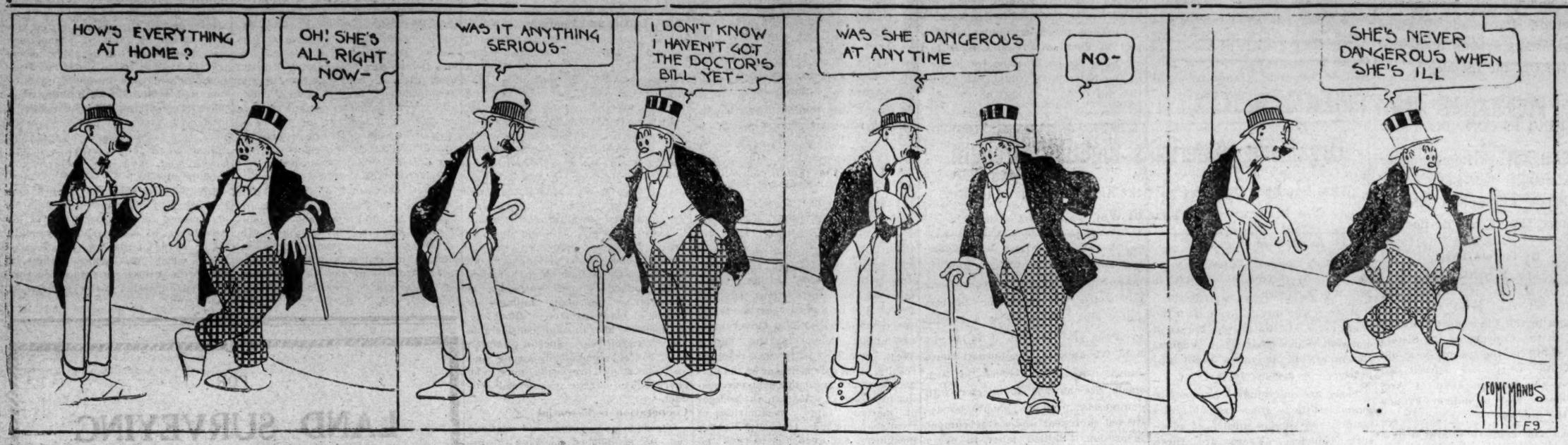
Bringing Up Father — By George McManus


HOW'S EVERYTHING AT HOME?
OH! SHE'S ALL RIGHT NOW-
WAS IT ANYTHING SERIOUS-
I DON'T KNOW I HAVEN'T GOT THE DOCTOR'S BILL YET-
WAS SHE DANGEROUS AT ANY TIME
NO-
SHE'S NEVER DANGEROUS WHEN SHE'S ILL
GEO MCMANUS

Love, Home and Table Topics By Clever Writers

Daily Home Magazine Page

A Good Page to Read in the Leisure Hour

The Latest News In Hats

"This promises to be the most colorful season in millinery that we have ever had; never before, I think, have the hats appeared in such vivid hues as just now," said the woman at the head of the millinery department in one of the Fifth Avenue shops in New York. And her words are fully justified, as one goes through the sections devoted to the new season's hats and studies them. Truly, what mere man, with his more somber and far less interesting derbies and such things, is wont to speak of in amused tones as "feminine headgear" is a wondrous thing this year.

The French hats are more quiet in tone and here black remains the undisputed favorite, as often before, but there are many other colors shown. These are chiefly brown, navy blue, and purple, with, in many cases, touches of bright color. But the brilliancy of hue which marks this season bursts forth in apparently unlimited fashion in the sport hats.

An interesting French model, among the hats for formal wear, is a large black one on the general sailor order of milan straw. The top of the brim has a rather unusual covering, made of black ostrich flues drawn through net. The only other trimming on the hat consists of graceful frills of fine black net or maline, standing up around the crown and held in place by two bands of flowered ribbon half an inch wide, finished off in bows.

Another of these French hats is of purple milan straw. It is an elongated sailor, very narrow indeed in front, a trifle wider at the back and very, very wide at the sides. The trimming is most unusual, consisting of string, sand colored with a silver glint in it, put on around the high crown in a thick, vertical arrangement, carried over the top, and lying flat there with the ends cut off straight like a brush and pointing toward the center, which is finished with a covering of sand-colored silk. The crown is attached to the brim with sand-colored silk, put on in accordion style.

Many of the large black hats are of horsehair braid; milans and liseres are also favorites, and many flowers are used in the trimming, sometimes a small, slender spray, again the crown is entirely surrounded by them. Roses appear in great abundance and in the richest and most beautiful of colorings. Pansies are used in profusion and so are little bunches of small flowers.

The sport hat section is where color runs riot, coral and rose, emerald green, gold and purple being used lavishly. Much handwork appears on these hats. Old blue is also used generously. Bead ornaments of all sorts and sizes and color combinations adorn them, also buckles of celluloid. Among the newest decorations are little sprays of flowers and leaves of metal, delicately colored.

Many of the sport hats are made of straw, but many more are of the various fabrics which are also employed in the making of sport suits. Some of the plainer ones, made of straw or of some silk or cotton fabric, with a stitched brim—narrow—are trimmed simply with a colored band. Roman stripes are popular in these bandings. A few of the hats have bands of plain silk of a contrasting color around the crown, edged at top and bottom with narrow Roman striped ribbons. These have quaint little Dutch figures embroidered in the front.

Ribbon is a favorite material for making sport hats; ever so many of them are made completely of ribbons, beginning with a circle at the top of the crown and continuing around and around. These are shown both in solid colors and in stripes, one very smart hat consisting of black, deep crimson, emerald green and gold ribbons, each stripe being about half an inch wide. Various other combinations are also exhibited.

Then there are the usual garden party hats, picturesque things with broad drooping brims. Leghorn retains its old-time popularity in these. One had the upper side of the brim covered with two layers of Georgette crepe, the first white, the top one pink, both finished with a picot edge. A band of old blue velvet ribbon encircled the lower edge of the crown, ending in a graceful bow. Realistic pink roses completed the trimming.

Another of these broad-brimmed white hats has a high soft crown of cream-colored Georgette crepe. The brim is finished with a band of the crepe, about an inch and a half wide. A spray of pink flowers at the left side completes the trimming. A leghorn hat has the crown covered with pale pink velvet ribbon arranged in circular bands some three quarters of an inch wide. The brim is faced with pale blue.

A number of demure pale gray hats are also offered, coral and old blue being favorite colors for the adornment of these.

Hats for the little people are unusually attractive this year. One pretty model has a soft tam-o'-shanter crown of white picot-edged ribbon about an inch wide arranged circular fashion. The rather narrow brim is of white grosgrain silk, with bands of fancy white braid. A wreath of small pink roses and pink and blue forget-me-nots covers the joining of crown and brim, and a little flat wreath to match adorns the brim on the left side.

Another of the children's hats is made of a baby blue fancy braid with a shirred band of blue chiffon to match corded at the upper and lower edges. Tiny pink rosebuds, with here and there a few forget-me-nots and green leaves, peep out from this chiffon at frequent intervals. A second hat, made of this same baby blue braid, is trimmed simply with a narrow pale pink ribbon tied around the crown and with a row of small roses, pink and yellow alternating, across the front of the crown.

Several of these hats for children have long streamers at the back or broader ribbons to tie loosely under the chin. Light gray hats, trimmed with pink or blue, are also shown for their wear.

The Manicure Lady

By William F. Kirk

"That gent which has just went out wants me to pose for them movies," said the Manicure Lady. "I don't think them movies is worth while, George, for a girl like me. I got mere good sense than looks, and good sense don't show on a curtain."

"That's what I was thinking," said the Head Barbar. "Good sense is like kind hearts—there ain't no flash about it, and there ain't no way you can put the crowd wise that you've got it. You better stay right around here, kiddo. It's easier."

"That's just where so many people make mistakes, George," said the Manicure Lady. "All them great scientists that discovered things like the earth being round and apples falling on your bean out of a tree, they wasn't satisfied to go along just earning their salary. They was all the time kind of reaching out."

"There ain't no use reaching out around this shop," declared the Head Barber. "If you do, the customers thinks you are reaching out for silver and maybe they don't come back. And if you get to thinking about cutting into the scientific game you're liable to cut into a customer's cheek. I guess the best way to live is to do your own kind of work the best you know how, all the time."

"Well, everyone to their own taste," said the Manicure Lady, "but sometimes I can't help wondering if I couldn't have been a good actress or a writer of something. I wish more people could get a chance to know I am on earth before I get off. You know what I mean, George. I get kind of famesick sometimes."

"Famesick! That's a new one on me," said the Head Barber. "Fame ain't the greatest thing in the world. If I had enough money to keep me comfortable the rest of my life, I wouldn't care much about the fame part of it. And, talking about actresses, I got a cousin that has been in the movies a year, and she says she is going back to shorthand. She says she takes more dictation in a week now than she used to take in a year at her old job."

"You bet I wouldn't never retrace my footsteps if I had went and made up my mind to try something new," said the Manicure Lady. "I would make a success out of anything I tackled or I would die trying."

"Dying ain't no classy proposition," said George, "whether you die trying or die quitting. You just go along the way you are, kiddo, until you enter into the bonds of matrimony. That's the right cue for you, and some day when you are married happy and living easy, you will say that I gave you the right steer."

"I guess you mean all right, George," said the Manicure Lady, stubbornly, "but you see things different than what I see them, being that you are more kind hearted than clear headed. You needn't be surprised if I turn up missing some day, though goodness knows I ain't very likely to ever be no Movie Queen. If I should marry a rich gent, like Corinne done last week, you might see my name in them social columns, though, I would do a lot of entertaining."

"You do a lot right where you are," said George. "Don't give up the old ship, kid. Stick to the shop."

An Old Stone Weapon

A remarkable stone weapon, extremely heavy and shaped like a "mere"—a small and effective Maori club, but fitted with a long handle—was recently found by a New Zealander in a cave in the Waikaremoana district. It was so heavy that it required two hands to lift it, and it is not, therefore, likely to have been a weapon carried in battle. Some of the Maoris themselves suppose it was merely used for despatching prisoners taken in war; others that it was left in the cave by Te Kooti in his historic trek from Waikaremoana in the seventies. The probability is that it is very much older and belonged to the Tuhoe or Urewera people, who fought in earlier days all over that district.

Eggs In Curry

This is an excellent luncheon dish. Cut 1 small onion into tiny pieces and brown it in 2 tablespoons of butter. Blend together 1½ tablespoons of corn starch, ½ tablespoon of flour and 1 teaspoon of curry powder; add this to the butter and onion and stir in slowly 1¼ cups of milk. Add also ½ teaspoon of salt. When thick and smooth, add to it 6 hard boiled eggs which have been cut into quarters lengthwise. This is delicious served on hot buttered toast or on hot boiled rice.

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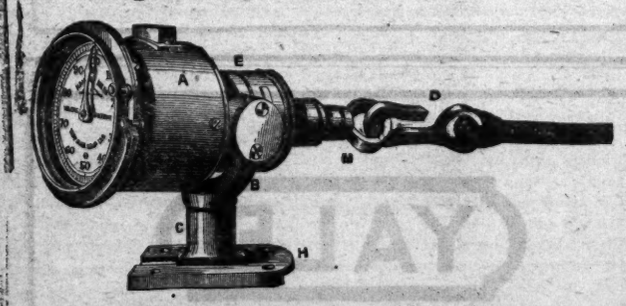

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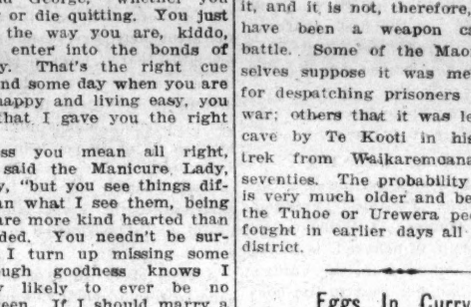

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From Summit of Montmartre Clotilde Perchaud, Peasant Girl, Takes Solemn Pledge to Drive Out the Invader

PRESS MAN WATCHES HER WALKING IN CONVENT YARD

Cardinal Advises Rome of Her Visions—At Self-Built Altar She Told Kinsmen of Soldiers Where They Could Be Found

By Lincoln Eyre

(New York World)

Paris, March 13.—Under the shadow of the great Arch of Triumph in the Place de l'Etoile in Paris, in the Convent of the Sisters of Wisdom, is the twenty-year-old girl whose story has stirred all France—the modern Joan of Arc, who has vowed to deliver France from the invader.

When she came to Paris a few days ago her first demand was that she be taken to the summit of Montmartre, the highest point in Paris, just before dawn. There, standing before the Basilica du Sacre Coeur at daybreak, as the first shaft of sunlight pierced the mist and caught the top of the great bell tower, she took the vow to deliver France from the invader, as the spirit had directed her.

Reports to Rome About Her

No one has been permitted to interview Mlle. Clotilde Perchaud. Cardinal Amette, Archbishop of Paris—who, it is believed, is acting under instructions from the Vatican at Rome—had her sent to the convent in the Avenue Victor Hugo for a period of observation. Every day the priests and nuns who are watching the girl send complete reports to the Cardinal, and it is rumored that he has already sent to Rome a favorable preliminary report on the genuineness of her visions and powers.

I was permitted to stand at a distance and watch the girl as she walked in the convent garden, several following at a respectful distance. Clad in somber, baggy black robes the girl nevertheless seemed to be walking on air, with her head thrown back and her eyes directed heavenward. Her carriage reminded one of Genee, Pavlowa or some other dancer.

The wealth of filmy hair, which is said, because of its fineness, to float about her like a cloud, was hidden by the religious headgear, but I could see the great gray eyes whose impelling gaze first attracted the attention of the village priest at Puy-Saint-Bonnet.

I could see, too, her hands, which are lily white and tiny and tender as those of the most pampered debutante despite the fact that the girl has done chores which in peace times would belong to men, even on the French farms where the women are accustomed to help with the hard labor.

Her Book Perplexing.

Although I could not see the book she has written, partly illegible and entirely illiterate, rudely illustrated in a sort of futurist style, I was told by no less a person than Deputy Delahaye, who has seen it, that its contents are no less wonderful than perplexing.

Savants and students of religion who have examined the book assert that it shows a knowledge of the primal principles of theology, which indicates that the author has the clearest insight into the fundamentals of Roman Catholicism but is apparently not gifted with the power to translate those ideas into fluent French. Throughout the work there are passages in Latin, Greek and Hebrew, yet she apparently had less than the usual French child's schooling.

Mlle. Perchaud has always lived with her parents and her sister on a little farm at Puy-Saint-Bonnet, a tiny hamlet eight miles from Cholet. Her peculiar personality and disposition led her parents to agree with her teachers that it was better to let her stop her schooling when she wished.

Since the age of fourteen she has been studying by herself. A year later she started the construction of a rude fieldstone altar on her father's farm. It immediately attracted the attention of neighbors and then of those further off, until it became an object of curiosity for the whole region.

Gave Clues About Soldiers

Mothers, wives and sweethearts of soldiers brought photographs of their dear ones at the front and placed them before the statue of the Virgin Mary which adorned the girl's rude altar. Her advice to women whose loved ones had been reported missing, which frequently resulted in the soldiers being found—often in German prison camps or suffering a shock of amnesia or aphasia in a distant hospital—was the first indication of the psychic powers possessed by the girl.

A week ago she announced to her parents that a spirit had appeared to her charging her with the mission of delivering France from the invader. She was taken to see the Bishop of Poitiers. He appeared, garbed in ordinary priestly black, while an ordinary priest wore the purple robe of the Bishop. Without faltering or hesitating the girl ignored the bogus Bishop, and kneeling before the real Bishop kissed his hand and told him of her mission.

Another priest accompanied the girl to Paris, where she made her strange vow on Montmartre, gazing in the half-light of daybreak across the mist-hidden capital of France.

Organising America's Fighting Strength

What Has Been Done to Enlist the Aid of American Industry In Time of War

By Howard E. Coffin

(Of the Advisory Commission of the Council of National Defense in The World's Work.)

Modern war means bending all the energies of all the people toward a common aim. That is a general statement. It is more easily appreciated by a concrete case.

There are one hundred automobile manufacturing concerns in this country—producers mostly of pleasure vehicles. There are three hundred manufacturing institutions devoted to lines accessory to this industry.

The automobile business is one of the best organised of all our manufacturing activities. And yet it is probable that a large proportion of these concerns would change from motors to munitions in war time—the proportion, which might be as high as 75 or 80 per cent, naturally depending on the kind and size of the war. Many of our other industries, both great and small, would surely be affected in the same way.

A close observation of the experience in foreign countries has shown us the vital necessity for a plan for the conversation of our industries from a peace to a war footing. Wars, as now waged, involve every human and material resource of a belligerent nation. Every factory and every man, woman, and child is affected. Every sinew of industry, of transportation, and of finance must be harnessed in the country's service, to the one end and for the common good.

In England, two years and a half ago, there were three Government arsenals. Today, thousands of England's industrial plants are being operated as Government factories, for the production of war materials, and many other thousands of plants, still under private control, are centering their energies in this same direction. The teaching of the munitions-making art to these thousands of manufacturers and to millions of industrial workers, both men and women, has called for a work in industrial organisation and education such as the world has never before seen. In France, in Germany, in Italy, in Japan, and even in Russia, this same education and organisation of the industrial forces is going forward.

We have here in the United States vast resources in manufacturing and producing equipment, but they are unorganised and uneducated for the national service. Our observations of the European War have taught us that it is upon organised industry that we must base every plan of military defense. In war, anywhere up to 80 or 90 per cent of our industrial activity might be centered upon the making of supplies for the Government.

Time Needed to Prepare

We have learned also that from one to two years of time and of conscientious effort are needed to permit any large manufacturing establishment to change over from its usual peace-time commercial activity to the quantity production of war materials for which it has had no previous training. Delays of this kind in time of emergency cannot but result in closed plants, in the disruption of labor organisations built up over a period of years, in a loss of skilled men through enlistment in the army, in great financial loss and even ruin to manufacturers, and in those same chaotic conditions which nearly wrought national disasters to several of the countries at the outbreak of the European struggle.

We have had no experience in the kind of warfare now being waged abroad, and yet this is exactly the sort of thing for which we must prepare, or it is worse than useless that we prepare at all. Industrial preparedness is strictly in keeping with the natural tendencies and abilities of our people. It is the basic and at the same time the cheapest form of preparedness. We have already the investments in plants, in tools, and in machinery, and more important still the resources in skilled workers, but it is only through the most careful methods of organisation and education that we may make all these resources available. Each manufacturing plant must be taught, now, to make that particular part or thing for which its equipment is best suited and for which, by a careful prepared classification, it is to be held accountable. In normal times annual educational orders, of such small size as not to interfere with commercial products, should be delivered each year under Government inspection. Skilled labor in every line should be so enrolled in an industrial reserve as to insure against its loss to industry through enlistment in the fighting forces. There exists no other means of harnessing industry in the defensive service of this Government. Every manufacturing institution in the country carries fire insurance—for the future it must demand that it be given war insurance as well.

The Necessity for Action

For more than two years, this country of ours has been skating on the thinnest kind of diplomatic ice. An aroused national sentiment for an adequate defense against invasion has been reflected in Congress through legislation and large appropriations to meet the demands of the American people. What this Nation needs now is action—and a comprehensive, definite, and continuing plan for such action. How many men, representing the sources of material supply upon which we now know must depend our success or failure in any war, have today the least knowledge of what their plants and their workmen might be called upon to do tomorrow under the most chaotic conditions of governmental emergency? Would they not feel safer—and their stockholders and employees as well—and would not the whole Nation actually be a thousandfold safer against even the threat of aggression if every manufacturer knew, through a carefully planned prearrangement, each plant's exact niche in the great general scheme of war material supply?

That we must nationalise geographically the munition-making art, we now know. To leave it centered near our East coast may be suicidal and certainly exposes us to a risk we dare not run. We must distribute and nationalise the munitions industry. Each community and manufacturing district must be used in the most effective way. To each community throughout the country will be brought home the part it must play in the event of national emergency. To urge and aid in pushing to speedy completion comprehensive plans for the education and organisation of American manufacturers, for the production of Government materials, would seem the dictate of plain business sense. There is no mystery in the job of preparing this country for defense. Secrecy in movement and accomplishment is largely buncombe. We deceive, and can deceive, the American people only. Our national safety lies in the thoroughness with which American business men do their "bit" and in the manner in which we advertise to the other nations of the world our businesslike plans for the national defense.

In war, as in peace, there are now Three Graces—"Army, Navy, and Industry, and the greatest of these is Industry." The European struggle is, in its last analysis, a war of munitions—a war of factories, of producing powers, and of skilled workers.

The Inventory of Manufacturers

A little more than a year ago the Committee of Industrial Preparedness of the Naval Consulting Board, with the support of many thousands of engineers, made an inventory of the country's manufacturing and producing resources. This work has been practically completed, and 27,000 inventories are now on file in the office of the Council of National Defense in Washington. Suppose one of these 27,000 plants to be a steam-pump manufacturing concern in Lima, O. Under the peace-time plan we proposed, the Government might give the pump company a standing order for the metal parts of perhaps not more than ten eight-inch shells annually. Even this minimum annual order, paid for upon a basis of cost, plus a limited rate of profit, produced in accordance with drawings, gauges, specifications, and instructions supplied by the War or Navy Departments, inspected and tested in a Government assembling depot in the Middle West, would insure far-reaching results. Every department of the producing works, from material purchasing to shipping, will learn the sources of material supply, peculiarities of treatment, methods, tools, and jigs for machinery, and even how to pack and route for shipment. The engineering department will have in its files the latest working drawings, and all arguments as to proper design for quantity production will be disposed of in advance. Last, but far from least, the business end of the institution will be brought into contact with the Government and its methods of business, to the very evident advantage of both parties. The advantages of such a system should need little by way of argument.

The present sources of supply for Government materials would be multiplied a hundredfold. The decentralisation of our munition supply would be begun and its location shifted westward from its dangerous position near the coast. The bogey of the munitions trust would be laid forever.

We now know that in war our munitions-making must become our one great national industrial undertaking, and we must make our plans accordingly. Upon the industrial or business side the arguments favoring this educational policy are sound. Every manufacturer owes it to himself, to his stockholders, and to his workmen to insure against a prolonged shut-down of his plant. The ability to swing quickly from the commodities of peaceful commerce to the production of the emergency materials of war will constitute the greatest insurance against Government control, against disruption of organisation, and against months of community chaos which cannot but spell physical suffering and privation to labor and money loss to the business itself.

War, Labor, and Capital

The interests of Government, Capital, and Labor are common interests in war, and it is only through prearrangement for production, profits, wages, and relations that the national welfare may be safeguarded.

In most industries, in normal times, there occur slack periods during which the tools of production and the skilled workmen in some proportion stand idle. The duration of these periods varies in different industries, and with different business conditions. The industrial inventory of the Naval Consulting Board brought to our attention large equipments having, in normal times, slack periods of from one to several months in duration. Some industries are seasonable in character, and many millions of dollars of plant investment stand idle, or partially idle, through considerable intervals each year. Such a condition is, of course, economically wrong, and an abnormal overhead must be charged against the commercial product.

Cooperation is Essential

If cordial and sympathetic relations can be established between the industries thus affected and the various departments of the Government, the advantages should prove mutual. Existing tool equipments could be kept fully employed upon Government business, labor would be kept busy, and Government supplies procured at moderate prices. Such a plan of co-operation between industry and Government is now all the more feasible, because in all future plans for the national defense, industry of every kind must be kept trained and ready for instant action, through the placing of minimum annual educational orders. Our whole economic structure will be strengthened through co-operation of this kind.

In the preparation for changing the country from a peace to a war basis Congress has done its part. The fundamental basis is outlined in two public documents. The first is the Army Reorganisation Bill. It provides, first, for the listing and the analysis of equipment of all manufacturing plants capable of conversion to the production of war materials. Full power, through the President, is conferred upon the War Department to commandeer any or all plants in this country, and heavy penalties for refusal are provided. It provides also for the procurement of the special gauges, drawings, tools, jigs, etc., necessary for use in private as well as Government plants, and constitutes a great legislative step forward in the educational plan I have outlined.

The other of the two public documents, the Army Appropriation Bill, provides for the Council of National Defense. No more powerful body has ever been created by Act of Congress. It is composed of six Cabinet officers: the Secretaries of War, Navy, Interior, Agriculture, Commerce, and Labor. It is provided with a director and an Advisory Commission of seven men, "each of whom shall have special knowledge of some industry, public utility, or the development of some natural resources, or be otherwise specially qualified, in the opinion of the Council, for the performance of the duties thereinafter provided."

It is provided that it "shall be the duty of the Council of National Defense to supervise and direct investigations and make recommendations to the President and the heads of executive departments as to the location of railroads with reference to the frontier of the United States, so as to render possible expeditious concentration of troops and supplies to points of defense; the co-ordination of military, industrial, and commercial purposes in the location of extensive highways and branch lines of railroad; the utilisation of waterways; the mobilisation of military and naval resources for defense; the increase of domestic production of articles and materials essential to the support of armies and of the people during the interruption of foreign commerce; the development of seagoing transportation; data as to amounts, location, method, and means of production, and availability of military supplies; the giving of information to producers and manufacturers as to the class of supplies needed by the military and other services of the Government, and the requirements relating thereto."

In this great task the Council and its Advisory Commission need the active and continued support of all Americans in order that they may, in the words of the Act, "create relations which will render possible in time of need the immediate concentration and utilisation of the resources of the Nation."

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New Heroine Types

By H. De Vere Stacpoole
(*The Well-known Novelist*)

What will be the effect of the war upon the woman of fiction?

I was asked that question today by a gentleman not unconnected with the Press. The answer, of course, is that, as far as the woman of fiction is a representative of the woman of fact, the effect of the war on the woman of fiction will be the effect of the war on the woman of fact.

An excellent effect. I do not mean in the least to say that the war has made woman more excellent—that would be impossible, besides it would be flattery; but I do mean to say that the war has given her excellence a wider field to spread in, that her penetration into the ranks of the employed has made the world brighter for the whole community, and that every time I scramble into an omnibus helped by a pleasant woman conductor I feel a warmth that is sure to mellow the heroine of my next novel, if I ever write one.

Men, in short, are beginning to know women as they never knew them before, and to understand them as they never understood them before; to recognise that an infinite reservoir of efficiency, pleasantness, civility, and straight common sense has suddenly been tapped, and that, in consequence, and despite the war, the dry old world is greener and more gracious in many places than the world of 1913.

The woman goes about her work—even the work of cleaning windows—with a jollity that is a revelation to male creatures like myself. She may not make an absolutely perfect bank clerk, but she is something better than an absolutely perfect bank clerk—she is a woman. She knows how to smile. Business men rarely smile, and when a business man looks pleasant he is generally trying to sell you something. A whole ocean of good-will lies behind the woman's pleasant look and easy-coming smile—good-will good humanity, and good humor. Yes, decidedly the war will have an admirable effect upon the woman of fiction, if fiction writers are not blind to the greatest revelation of the war—the woman of fact.

"But," someone may grumble, "the woman of tomorrow will be more masculine—more, more——" I don't think so. I saw a little munition worker yesterday in trousers and leggings, covered by a yellow overall; she was brooding over the contents of a shop window, absolutely fascinated—the contents were hats.

German and Hindu Charged With Plotting Revolts in U. S.

DR SKUNNER & DR CHAKIABERTY. ©INTERNATIONAL

Dr. Ernest Skunner, a German subject, and Dr. Chanadra Chakiaberty, a Hindu, arrested in New York charged with having conspired to conduct a military expedition against a foreign nation friendly with the United States. In raiding their premises the police seized large numbers of documents and great quantities of aluminum caps and chemicals. The Hindu and his companion are alleged to have planned to ship arms from the United States to China to be then smuggled into India for a Hindu revolt. Dr. Chakiaberty is said to have told the police that he received $60,000 in one "donation" from Wolff von Igel, the notorious Welland Canal plotter and former attache of the German Embassy, now on his way to Germany with Count von Bernstorff under a safe conduct procured him by the United States.

CHILDREN OF THE DESERT

Children of the Desert. By Louis Dodges. New York: Charles Scribner's Sons. $1.35 (gold).

A few months ago there appeared, by a new author, a novel whose chief merit lay in its cheerfulness and in a certain bright unusualness of plot. "Bonnie May" was a sweet and gay little story, completely and rather delightfully divorced from reality. Its scene was largely laid in "theatrical life" of New York City, though some of its chief characters were "old New Yorkers" of unbending conventions and sharply circumscribed lives. It was, perhaps primarily, a story for young people to read and enjoy.

We mention all these things by way of contrast. For the author of "Bonnie May" has written another book. And a greater difference can scarcely be imagined than that which exists between Louis Dodge's first published novel and the second book which has just appeared. "Children of the Desert" is a study of character and of a problem which has been studied for many a long year to come; it is set in the crudity and the wildness of Mexican border life; it is profoundly simple; and it is sheer tragedy.

Into the little border community which is formed by the practical fusion of two towns, one on the Mexican and one on the American side of the Rio Grande, comes Harboro, a man of much strength and promise in railroad work. It is quite by chance that he meets Sylvia—she is not invited to the social events of the two towns. But Sylvia is pretty, with a "prettiness of the kind to make your heart bleed, all things considered," small, slight, eager, wistful, like a child. To Harboro, strong, clean, simple, lonely, her prettiness, her fragility, her pathos, are all irresistible. He loves her with the admixture of protection and sheer adoration which that kind of man would give to a woman like that—a woman like Sylvia's seeming. "Children of the Desert" is the story of their marriage.

There is an initial weakness in the assumption that in so small and isolated and outspoken a community as this of the two border towns, Harboro should never have known what was obvious to every one else for miles around—the kind of life that Sylvia was living up to the time of his marriage to her. On the other hand, there is a certain force in her answer to he inevitable question that came later. "Why," asked Harboro, "didn't you tell me in the beginning?" "I thought, of course," Sylvia replied, "that you knew."

The problem of the book is the problem of such a marriage—between a clean-souled simple man and a woman who has lived in defiance of the standards of morality. The character study is of Sylvia herself. She is not by any means, as the author presents her, to be dismissed as a "bad" woman. Her story, as a "bad" woman. Her story, as she tells it at the end of the book, is infinitely sad. Students of social conditions and social evils tell us that a large percentage of this tragic submerged portion of our population—whether in cities or in border towns—is made up of women who are mentally subnormal; they may be very kind and sweet, in most things trustworthy, grateful, well meaning, not "defective" probably in the ordinary sense; yet they lack the instincts, the inhibitions, the sheer reasoning of the normal woman. Such a woman is Sylvia. Untaught, motheriess, sordidly poor, at the piteous mercy of a worthless father who, though he might never have deliberately exploited her, was willing enough to profit by her degredation, Sylvia had slipped almost unthinkingly into the way of earning money that was adopted by the low-class Mexican girls she knew. It did not, she said, seem a sin; it was untidy, not nice; but it was only when she was discovered in unfaithfulness to the husband whom she really loved that she felt that she was "bad." Even then it had to be pointed out to her.

There is much that is good in Sylvia, but there is nothing that is hopeful. She may be as innocent in her heart as the flower that sways at the wind's bidding; she is certainly as weak. She truly adores her husband. She truly tries to be a good wife to him. She is faithful until she is trapped once into her old life. But it is not that forced retrogression that causes her final fall. Fidelity is impossible to such as Sylvia; it has not touched her will because it has not touched her reason; she is utterly powerless. And she offers a far better picture of the "fille de joie" than the conventional and sentimental portrait of the noble soul who consciously descends into the depths—and remains a noble soul still.

The merit of "Children of the Desert" as a piece of work lies in its simplicity. Its characters are drawn in few strokes. Its background is sketched realistically, but never forced before the reader's attention. Its plot is simple in the extreme—save for the sheer trick, of the kind Meredith delighted in, that causes its denouement. In its very simplicity the author brings a certain delicacy to his story; he does not try to make it "appealing," and so he saves it from offense; if he does not blink or try to soften the things about which he is writing, neither does he drag the reader through sloughs of "grim realism." There are inconsistencies and uncertainties here and there, but story and scene are on the whole well handled. "Children of the Desert" is far superior in craftsmanship to its pretty predecessor.

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Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Tungting left Hankow for Shanghai on Thursday.

The C.N. s.s. Shantung left Hongkong for Shanghai on Thursday.

The N.K.K. s.s. Nanyang Maru left Hankow for Shanghai on Friday.

The C.M. s.s. Kiangyung left Hankow for Shanghai on Friday.

The C.N. s.s. Poyang left Hankow for Shanghai on Friday.

The N.S. s.s. Ningshao left Hankow for Shanghai on Friday.

The I.-C. s.s. Kutsang is due at Hongkong on or about today, proceeds to Shanghai and Japan.

The I.-C. s.s. Laisang is due here on or about May 8.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The N.K.K. s.s. Talee Maru left Hankow for Shanghai yesterday.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The C.M. s.s. Hsinming left Tientsin for Chefoo and Shanghai on Thursday.

The K.M.A. s.s. Tenno Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kenkon Maru (chartered) left Chinwangtao for Shanghai on Thursday.

The K.M.A. s.s. Kiangping (chartered) left Chinwangtao for Shanghai on Friday.

The I.-C. s.s. Koonshing left Chefoo for Weihaiwei, Dalny and Shanghai on Thursday, at 6 p.m.

The I.-C. s.s. Yusang left Swatow for Shanghai on Thursday.

The I.-C. s.s. Choysang left Swatow for Shanghai on Thursday, at 5 p.m.

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River Ports	Kiangfoo	9.00	..	..	..	..		..	9.0
Hongkong and Canton	Wingsang & Anhui	8.30*	..	..	..	..	..	..	8.0*
Tientsin and Newchang	Kiukiang	9.00*	..	..	..	..		..	8.30*
Hankow (Every day)	Train	..	..	..	..	..	11.30*	..	10.0*
Peking and Tientsin (Every day)	Train	..	..	..	..	..	5.00	..	5.00
Tomorrow									
Europe via Siberia	Via Pukow	x9.00	..	..	..	..	6.00	..	5.30
Hongkong		..	5.00	..	..	..	..	..	
River Ports	Kiangwah	9.00	..	..	..	..	..	..	9.00
Weihaiwei, Chefoo and Tientsin	Esang	9.00	5.00	5.00	..	..	5.00	..	9.00
Chefoo and Tientsin	Hsinming	9.00	5.00	5.00	..	..	5.00	..	9.00
Ningpo and Wenchow	Kwangchi	9.00	..	..	..	..	..	..	9.00
Hankow			5.00	..	..	..	..	..	..
Ningpo	Hsin Peking	8.30	3.00	..	..	..	..	..	..
Tuesday April 24.									
Europe via Siberia (Express)	Via Pukow	..	7.00*	..	..	..	..	..	5.23rd
Japan via Nagasaki	Chikugo maru	..	..	..	..	..	..	y11.30*	11.00*
Dalny, Manchauria and Europe	Sakaki maru			..	..	..	..	g11.00*	10.30*
Tsingtao, Manchuria and Dalny	Sakaki maru	11.00*	..	..	..	..	..	..	10.30*
Japan Ports	Chikugo maru	10.30*	..	..	..	..	..	..	10.00*
Nagasaki, Kobe, Yokohama, Canada, U.S.A. and Europe		..	11.00*	..	..	..	..	..	10.30*
River Ports	Loongwo	9.00	..	..	..	..	..	..	9.00
Chefoo and Newchwang	Sungkiang	10.30*	..	..	..	..	..	..	10.00*
Swatow, Hongkong and Canton	Choysang	10.30*	..	..	..	..	..	..	10.00*
Hongkong and Canton	Sunning	10.30*	..	..	..	..	..	..	10.00*
Hongkong and Canton		4.00	..	..		..	..	..	3.30
Europe via Suez		4.00	..	..	..	..	..	..	3.30
Weihaiwei, Chefoo and Tientsin			1.30	..			..	..	
Swatow and Hongkong		..	10.30*		..	..	..	..	..
Wednesday, April 25.									
Europe via Siberia	Via Pukow	x9.00			..	..	6.00		5.30
Swotow			5.00			..		..	
Amoy and Hongkong		..	5.00	..	..	..	..	..	..
Thursday, April 26.									
Japan via Moji	Kasuga maru			..	..	..	..	n0.30	noon
Japan Ports	Kasuga maru	11.30*		..	..	..	..	..	11. 0*
Europe via Siberia (Post Train)	Via Pukow		7.00*	..	..	..	..	..	5(23th)
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe		..	noon	..	..	..	..	..	..
Friday, April 27.									
Hongkong and beyond	Yokohama maru	..	..	..	..	..	..	n1.00	0.30
Japan via Nagasaki	Hakuai maru	..	..	..	..	..	..	y9.00	8.30
Hongkong			10.30*	..	..	..	..	..	..
Nagasaki, Kobe, Yokohama, Canada U.S.A. and Europe		..	5.00	..	..	..	..	..	..

An asterick (*) denotes a.m.

C Mail closed 8.30 p.m. Registration 8.30 p.m.

D Letters and boxes with declared value 0.30 p.m. Parcel post and money orders noon.

E Registration 8.30 p.m. Supplementary mails closed at 7 a.m. following day.

F Letters and boxes with declared value 11 a.m. Parcel post and money orders 10.30 a.m.

G Letters and boxes with declared value 10.30 a.m. Parcel post and money orders 10 a.m.

H Letters and boxes with declared value noon. Parcel post and money orders 11.30 a.m.

J Letters and boxes with declared value 8.30 p.m. Parcel post 4 p.m. and money orders 3 p.m.

British Post office.—Until further notice the ordinary and registered letter mails for Europe via Pukow and Siberia will be closed at 5 p.m. on Monday, Wednesday and Saturday. There will be a supplementary receipt of unregistered correspondence between 8.30 and 9 o'clock on the same evening during which time the office will be open for the sale of stamps only.

Chinese Post office.—Until further notice, mails for Europe, via Pukow and Siberia, will be closed at the Chinese Post Office as follows: Monday, Wednesday and Saturday at 9 p.m. Registered mails are closed half an hour earlier. A supplementary mail of ordinary correspondence only will be closed on Tuesdays, Thursdays and Saturdays at 7 a.m.

Japanese Post Office.—Until further notice a mail will be despatched for Europe, via Dalny, every Tuesday morning, and via Pukow and Mukden, by the night-train on Wednesday and Saturday.

Mails for Hankow close every day at 11.30 a.m. Registration at 11.30 a.m. and for Peking and Tientsin every day at 9 a.m. Registration at 5 p.m. at the Russian post office.

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE.

Shanghai North To Nanking and Peking—Up (Main Line) Peking and Nanking To Shanghai North—Down

STATIONS.	Express R	Local	Slow	Coolie Goods	Fast R	Local	Night Express R.S.
SHANGHAI NORTH dep.	7.55	..	8.20	9.00	12.50	15.20	23.00
SOOCHOW dep.	9.41	..	11.02	12.13	14.57	18.13	1.08
WUSIH dep.	10.31	..	12.21	13.48	15.32	19.11	2.0
CHANGCHOW dep.	11.22	6.50	13.42	15.01	16.47	20.45	3.10
TANYANG dep.	12.09	8.03	14.59	16.14	17.43	..	..
CHINKIANG dep.	12.52	8.59	15.57	17.19	18.32	..	5.06
NANKING arr.	14.15	10.55	17.50	19.25	20.05	..	6.50
NANKING FERRY arr.	14.10	..	..	..	..	..	..
PUKOW dep.	$15.30	T.P.R	..	..	..	..	..
TSINANFU dep.	8.06	Second	..	..	..	..	..
TIENTSIN arr.	18.31	Day	..	..	..	..	..
CENTRAL dep.	17.00	P.M.R.	..	..	..	..	..
PEKING arr.	*19.50		..	..	..	..	..

STATIONS.	Local	Slow	Coolie Goods	Fast R	Express R		Night Express R
PEKING dep.	..	..	..	..	8.35	P.M.R.	..
TIENTSIN arr.	..	..	..	..	11.10		..
CENTRAL dep.	..	..	..	..	8.12.00		..
TSINANFU dep.	..	..	..	..	20.31	T.P.R. Second Day	..
PUKOW arr.	..	..	..	..	3.00		..
NANKING FERRY dep.	..	..	..	..	14.20	..	..
NANKING dep.	..	7.00	7.30	11.15	14.20	15.55	22.0
CHINKIANG dep.	..	9.0	9.52	1.59	16.01	18.25	1.0
TANYANG dep.	..	9.57	1..	13.0	16.88	19.19	..
CHANGCHOW dep.	6.20	11.14	12.23	14.52	17.3	20.30	3.0
WUSIH dep.	7.31	2.2	13.4	15.58	18.31	..	4.1
SOOCHOW dep.	8.46	1.5	15.18	16.55	19.28	..	5.1
SHANGHAI NORTH arr.	11.25	16.30	17.55	18.55	21.30	..	7.0

R. Restaurant Cars. S. Sleeping Cars. *Connects with through Siberian Service.

Woosung Forts to Shanghai North—Up (Branch Line) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.55	8.15	10.45	13.[illegible]	14.0	16.20	18.1	20.45
KIANGWAN dep.	7.22	8.42	11.12	13.37	15.07	16.4	18.37	21.12
SHANGHAI NORTH arr.	7.30	8.50	11.[illegible]	13.[illegible]	15.15	16.55	18.45	21.20

SHANGHAI NORTH dep.	6.15	7.35	10.05	12.15	14.00	15.20	17.25	20.0
KIANGWAN dep.	6.26	7.46	10.16	12.24	14.11	15.41	17.36	20.1
WOOSUNG FORTS arr.	6.50	8.10	10.40	12.50	14.35	16.05	18.[illegible]	20.3

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAH KOU—"DOWN" MAIN LINE. ZAH KOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast	Slow	Coolie & Goods	Local	Express	Local	Local	Local
Shanghai North dep.	....	7.40	8.55	10.05	....	14.05	....	....	....
Jessfield dep.	....	8.01	9.16	10.26	....	14.25	....	....	....
Siccawei dep.	....	8.10	9.25	10.35	....	14 34	....	....	....
Lunghwa Junction dep.	....	8.28	9.48	11.00	....	14.52	....	....	....
Shanghai South dep.	....	*8.00*	*9.20*	*10.30*	*13.35*	*14.30*	*16.10*	*16.45*	*18.00*
Lunghwa Junction dep.	....	*8.28*	*9.48*	*11.00*	*13.53*	*14.52*	*16.29*	*17.03*	*18.18*
Sunkiang dep.	....	9.13	10.55	12.10	....	15.28	17.47	....	....
Kashai dep.	....	10.03	11.58	13.33	....	16.15	18.57	....	....
Kashing dep.	7.20	10.35	12 36	14.16	....	16 46	19.30	....	....
Yeh Zah dep.	8.08	11.14	13 20	15.15	....	17.21	....	....	....
Chang An dep.	9.00	11.49	14 04	16.10	....	17 55	....	....	....
Hangchow dep.	10.38	12 53	15.26	17.47	....	18.54	....	....	....
Zah Kou arr.	11.00	13.09	15.45	18.15	....	19.10	....	....	....

STATIONS	Local	Local	Local	Fast	Slow	Local	Coolie and Goods	Express	Local
Zah Kou dep.	....	....	....	6.45	8.10	....	8.55	14 15	16.00
Hangchow dep.	....	....	....	7.15	8.40	....	9.33	14 40	16.35
Chang An dep.	....	....	....	8.15	9.56	....	11.03	15.26	17.57
Yeh Zah dep.	....	....	....	8.52	10.40	....	12 30	15.57	18.50
Kashing dep.	....	....	....	7.25	9.40	11.30	....	14.07	16.38	19.40
Kashai dep.	....	....	....	8.00	10.05	12.00	....	14 47	17.01	....
Sungkiang dep.	....	....	....	9.18	10.57	13.03	....	16.13	17.49	....
Lunghwa Junction dep.	*8.35*	*9.55*	*10.37*	*11.48*	*14.05*	*14.55*	*17.22*	*18.33*	....
Shanghai South arr.	*8.53*	*10.13*	*10.55*	*12.05*	*14.23*	*15.13*	*17.40*	*18.50*	....
Lunghwa Junction dep.	....	....	....	11.44	14.07	.. .	17.22	18.32	....
Siccawei dep.	....	....	....	11.53	14.17	....	17.32	18 42	....
Jessfield dep.	....	....	....	12.01	14 26	....	17.41	18.51	....
Shanghai North arr.	....	....	....	12.20	14.45	....	18.00	19.10	....

KIANGSU BRANCH LINE.

KON ZEN CHIAO TO ZAH KOU ZAH KOU TO KON ZEN CHIAO

Kon Zen Chiao..	dep.	7.05	8.30	11.05	14.05	16.05	18.15	Zah Kou.....	dep.	....	9.40	12.20	...	17.15	....
Ken Shang Mun.	dep.	7.25	8.50	11.20	14.21	16.20	18.29	Hangchow.....	dep.	7.45	10.05	12.50	14.55	17.40	18 50
Hangchow.....	dep.	7.35	9.05	11.35	14.31	16.37	18.37	Ken Shang Mun.	dep.	8.00	10.28	13.05	15.10	17.52	19.02
Zah Kou.....	arr.	....	9.25	11.55	....	17.00	....	Kon Zen Chiao..	arr.	8.13	10.35	13.18	15.28	18.05	19.15

FINANCIAL AND COMMERCIAL NEWS

Exchange and Bullion

Shanghai, April 21, 1917.

Money and Bullion

	Tls.
Gold Dollars Bank's buying rate G.$1.00 @ 85=Tls. 1.17 @ 72.4=Mex.	$1.62
Mex. Dollars. Market rate..	72.15
S'hai Gold Bars: 978 touch...	—
Bar Silver	—
Copper Cash	1789
Sovereigns:	
Buying rate @ 3/6=Tls.	5.71
Exch. @ 72.4=Mex. $	7.89
Peking Bar	296
Native Interest	.05

Latest London Quotations

Bar Silver	37 3/16d.
Bank Rate of Discount	5%
Market rate of discount:—	
3 m-s.	%
4 m-s.	%
6 m-s.	%
Exchange on Shanghai, 60 d-s.	
Ex., Paris on London ....Fr.	27.18
Ex., N. Y. on London T.T.	$476.45
Consols	£ —

Exchange Closing Quotations

London	T.T.	3-6 1/4
London	Demand	3-6 1/16
India (nominal)	T.T.	259 1/2
Paris	Demand	479
Paris	Demand	479 1/2
New York	T.T.	83 3/4
New York	Demand	83 7/8
Hongkong	T.T.	68 1/4
Japan	T.T.	61
Batavia	T.T.	202 1/2

Bank's Buying Rates

London	4 m-s. Cdts.	3-7 11/16
London	4 m-s. Docy.	3-7 11/16
London	6 m-s. Cdts.	3-8 1/16
London	6 m-s. Docy.	3-8 1/16
Paris	4 m-s.	494 1/2
New York	4 m-s.	86 7/8

CUSTOMS HOUSE EXCHANGE RATES FOR APRIL.

Hk. Tls. 5.18 @ 3/5 1/16 =	£1
" 1 @ 481 1/4 =	Francs 5.36
" 1 No quotation	Marks *4.38
" 1.09 @ 32 5/8	Gold $1.00
" 1 @ 62	Yen 1.30
" 1 @ 15*	Rupees 2.90
" 1 @ 2.88	Roubles 3.21
" 1 @ 1.50	Mex. $1.50

* Nominal.

Piece Goods and Yarn

Messrs. Ilbert and Co., report as follows in their weekly market report:—

Condition in the market are precisely the same as last week, demand having still further improved while the amount of supplies available has decreased correspondingly. The steady diminution of stocks during the past two years is now making itself felt with full force and it is questionable whether they will last into the coming autumn at the present rate consumption.

Producing costs in Manchester are presumably more inaccessible than ever, though telegraphic quotations are few and far between, and cotton in Liverpool has reached a further record point. The local weaving mills are likely to benefit considerably by the shortage in imports and have this week booked a fair business at satisfactory prices as noted below.

Grey Shirtings 8¼ lbs.—Market very firm with sales reported in Two Fish at Tls. 4.25, Gold Globe at Tls. 3.55, and Gold Elephant at Tls. 3.30 Auction prices advanced about a mace a piece.

9-lbs. to 11-lbs.—Prices have improved on a fair demand and we hear of business in Blue Stag at Tls. 5.85, Red Cock at Tls. 5.20, and Nine Boys at Tls. 5.00. The auction chops ruled strong.

12-lbs. 36-inches—A moderate amount of business has been done at improving prices, sales being made public in President at Tls. 6.50, Two Soldiers at Tls. 6.50, and Blue Stag at Tls. 5.70.

T-Cloths and Jeans.—In the former business is reported in Nine Phœnix at Tls. 5.30, and Eight Butterflies at Tls. 4.40, and in the latter Red Cock at Tls. 4.00, and Two Stags at Tls. 3.85, both 30 yds. lengths. A sale of a Japanese 40 yds. cloth is also reported in Two Boys chop at Tls. 4.65.

White Shirtings.—Demand from the Yangtsze ports continues and sellers have been able to establish a further rise in prices, particulars of sales being:—Gold Nine Stags at Tls. 7.85, Small Dog at Tls. 7.35, Palace at Tls. 6.75, Flower No. 1 at Tls. 6.60, No. 2 at Tls. 6.00, and No. 3 at Tls. 5.85.

Drills and Sheetings.—After a long interval we are able to report a resumption of business in these, fair quantities having changed hands as follows:

American Sheetings:—Abbeville Three Rabbits at Tls. 5.30, and Pelzer A at the same price.

Local Sheetings:—Five Horsehead 15½ lbs. at Tls. 5.50, Three Sycee 15½ lbs. at Tls. 5.50, "Jiu Tee" 16 lbs. at Tls. 5.40, Five Horses 15 lbs. at Tls. 5.40, Three Horseheads 14½ lbs. at Tls. 5.20, Five Horseheads at Tls. 5.40, Four Horses at Tls. 5.10, and Three Horses at Tls. 4.80, the quantity in all being about 500 Bales.

Japanese Sheeting:—About 500 Bales of these have gone into consumption in the following:—Nine Dragons at Tls. 4.35, Drangonhead at Tls. 4.25, and Blue Elephant at Tls. 4.05.

Dyed and Fancy Cottons.—The market is strong all round but business is practically entirely confined to the auctions where a further sharp advance in prices took place.

Cotton.—Prices for the local staple have continued to advance during the week and our market remains steady to strong. Arrivals of Shanghai Cotton are small but probably owing to further expected improvements in rates supplies in the country may be held up. Quotations today are: Tungchow Tls. 27.00 to Tls. 27.50. Steam Ginned Tls. 26.00 to Tls. 26.50, Four chop Tls. 26.40, Ordinary Shanghai at Tls. 26.20 to Tls. 26.40, Hankow Cotton is quoted at Tls. 25.40 to Tls. 25.50. These rates are almost nominal, there being very few sellers.

Liverpool quotations are cabled by Reuter as follows: Middling American at 12.93d., Egyptian at 26.25d. and Bengal Cotton at 10.85d. per lb.

Local Yarn.—In sympathy with Cotton and the present difficulties in financing Indian spinnings our market for local yarn is very strong. Small sales at improving prices are reported to have been made in the following:—

10s. 200 Bales Pink Flag at Tls. 94.00. 100 Bales Nine Men and Tiger at Tls. 98.00.

12s. 100 Bales Anchor at Tls. 104.00 to Tls. 105.00.

14s. 150 Bales Sycee Joss at Tls. 107.00.

16s. 800 Bales Phœnix at Tls. 112.00 to Tls. 113.00. 500 Bales Anchor at Tls. 111.00. 500 Bales Watermoon at Tls. 116.00. 200 Bales Two Tiger at Tls. 114.50.

20s. 700 Bales Five Men at Tls. 125.00. 200 Bales Man and Goats at Tls. 124.00. 200 Bales Anchor at Tls. 123.00. 400 Bales Watermoon at Tls. 123.00 to Tls. 124.00.

Indian Yarn.—About 1,800 Bales of these spinnings have changed hands at advances of from two to four taels per bale as follows:—

No. 10s.:—50 Bales Central India at Tls. 111.50, 200 Bales Elphinstone at Tls. 99.00, 150 Bales Family at Tls. 102.00, 200 Bales Tea Carrier at Tls. 105.00, 100 Bales Swadeshi Kose at Tls. 111.50, 200 Bales Tiger and Tree at Tls. 102.00, and 200 Bales Tricumdass at Tls. 102.00/104.00.

No. 12s.:—50 Bales China at Tls. 102.00, 200 Bales Currimbhoy (Ring) at Tls. 102.00, 200 Bales Fazulbhoy at Tls. 105.00/106.00, 200 Bales Herald Office at Tls. 102.00, and 50 Bales Moon at Tls. 102.00.

Japanese Yarn.—Prices are steady but the market is quiet, there being only a moderate business to report in the following:—

No. 16s.:—100 Bales Standing Horse at Tls. 121.50, 50 Bales Woman and Boat at Tls. 120.00, 100 Bales Three Horses at Tls. 118.50, and, 150 Bales Warship at Tls. 117.00.

No. 20s.:—200 Bales Fisherman at Tls. 122.00.

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Chinese and Foreign Banking Announcements

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Capital £1,200,000
Reserve Fund 1,800,000
Reserve Liability of Shareholders 1,200,000

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The London City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

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Cebu	Madras	Sourabaya
Colombo	Malacca	Taiping
Delhi	Manila	(F. M. S.)
Foochow	Medan	Tavoy (Lower
Haiphong	New York	Burma)
Hankow	Peking	Tientsin
Hongkong	Penang	Yokohama

Shanghai Branch, 18 The Bund.

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Interest allowed on Current Deposit Account, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

W. B. SUTHERLAND, Manager.

BANQUE DE L'INDO-CHINE

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Reserves ..... Frs. 48,000,000.00

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Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
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This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN, Manager.

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Filiale de la Societe Generale de Belgique
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President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
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Every description of banking and exchange business transacted.

M. DEMETS, Manager for China.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling, £1,500,000 @ 2s. $15,000,000
Silver 18,500,000
$33,500,000

Reserve liability of Proprietors $15,000,000

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Colombo	Malacca	Singapore
Foochow	Manila	Sourabaya
Hankow	Nagasaki	Tientsin
Harbin	New York	Tsingtau
Iloilo		Yokohama

London Bankers:
London County and Westminster Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN, Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	55,000,000
Reserve Fund	24,600,000
	Kpg. Tls.
Capital Contributed by the Chinese Government	3,500,000
Reserve Fund	1,743,000

Head office: PETROGRAD.
Paris Office: 9, Rue Boudreau.
London Office: 64, Old Broad St. E. C.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Societe General pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Gerenale pour favoriser le Development du Commerce et de l'Industrie en France.

Far Eastern Branches and Agencies

Bombay	Hailan	Peking
Calcutta	Hankow	Shanghai
Chanchun	Harbin	Tientsin
(Kwan chendze)	Hongkong	Tsingtau
	Newchwang	Vladivostock
Chefoo	Nicolayowsk	Yokohama
Dalny	(Dairen o-A	

85 Branches and Agencies in Russia, Siberia and Mongolia

SHANGHAI BRANCH

Interest allowed on Current Account and Fixed Deposits in Taels, Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Deposits Boxes.

J. JEZIERSKI,
Q. CARRERE,
Managers for China and Japan

The Shanghai Commercial and Savings Bank, Ltd.

9, Ningpo Road.

Paid-Up Capital ..... $ 300,000.00
Reserves ..... $ 10,000.00
Deposits (Dec. 31, 1916) $1,400,000.0

Correspondents at principal cities in China, and domestic exchange a speciality.

Credits granted on approved securities. Bills discounted.

Current account in both taels and dollars with interest, may be opened on application.

Particulars of interest allowed on fixed deposits, in both taels and dollars, will be furnished on request.

K. P. CHEN, General Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital $60,000,000
Paid-up Capital $10,000,000

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking, Tientsin, Newchang, Mukden, Changchun, Harbin, Dairen, Tsinan, Tsingtau, Kaifung, Hankow Ichang, Shanshi, Wuhu, Yangchow, Chinkiang, Nanking, Shanghai, Hangchow, Ningpo, Foochow, Canton, Nanchang, Taiyuen, etc., etc.		

SHANGHAI BRANCH,
3 HANKOW ROAD.

Loans granted on approved securities. Local bills discounted. Interests allowed on Current Deposit Account in Taels at the rate of 2 per cent per annum and on Fixed Deposits at the following rates:

For 3 months at the rate of 3 per cent per annum.
For 6 months at the rate of 4 per cent per annum.
For 12 months at the rate of 5 per cent per annum.

SUNG HAN-CHANG, Manager.

Hongkong & Shanghai Banking Corporation

Saving Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single depositor whose credit balance shall not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Banque Industrielle de Chine

Capital ..... Francs 45,000,000
One-third of the Capital, i. e. Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC

Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthelot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.

Branches in Peking, Tientsin and Shanghai

BANKERS:
In France: Societe Generale pour le Development du Commerce et du l'Industrie en France.
In London: London, County and Westminster Bank, Ltd.

Interest allowed on Current Accounts and Fixed Deposits on application.

Every description of Banking and Exchange business transacted.

G. LION, Manager.

1, French Bund, Shanghai.

Yokohama Specie Bank, Limited

(*Established* 1880.)

Head Office: YOKOHAMA, JAPAN.

Capital Subscribed	Yen	48,000,000
Capital Paid-up	„	30,000,000
Reserve Fund	„	20,800,000

London Bankers:
Union of London & Smith's Bank, The London Joint Stock Bank, Parr's Bank, Ltd.

Branches and Agencies

Antunghsin	London	Port Arthu
Bombay	Liaoyang	S. Francisco
Calcutta	Los Angeles	Singapore
Changchun	Lyons	Sydney
Dalny	Mukden	Sinanfu
Hankow	Nagasaki	Tiehling
Harbin	Newchwang	Tientsin
Hongkong	New York	Tokio
Honolulu	Osaka	Tsingtau
Kobe	Peking	

SHANGHAI BRANCH

Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan. Korea, Formosa and China, and the chief commercial places in Europe, India and America, and every description of Banking and exchange business transacted.

K. KODAMA, Manager.

International Banking Corporation

Head Office:
National City Bank Building
60 Wall Street, New York

London Office:
36 Bishopsgate, E. C.

Capital paid up..... U.S.	$3,250,000.00
Reserve and Undivided Profits	3,931,774.11
U.S.	$7,181,774.11

Branches at:

Bombay	Hongkong	Singapore
Calcutta	Kobe	S. Francisco
Canton	London	Tientsin
Cebu	Manila	Yokohama
Colon (P.C.Z.)	Medellin	Peking
Hankow	Panama	Shanghai

Through its close affiliation with THE NATIONAL CITY BANK OF NEW YORK, the Corporation is able to offer the special service of the Branches of that Institution in Cuba and South America:—BUENOS AYRES, HABANA, MONTEVIDEO, RIO DE JANEIRO, SANTIAGO DE CUBA, SANTOS, SAO PAULO, VALPARAISO, BAHIA-BRAZIL.

The Corporation transacts every description of Banking and Exchange business, issues Commercial and Travellers' Letters of Credit and Travellers' Cheques, available in the United States of America and in all other parts of the world, and receives money on CURRENT DEPOSIT ACCOUNT and FIXED DEPOSIT upon terms which can be ascertained on application.

H. G. GULLAND, Manager.

1a Kiukiang Road. SHANGHAI.

Nederlandsche Handel-Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

Paid-up Capital—
Guilds 60,000,000 (about £5,000,000
Reserve Fund—
Guilds 9,925,431 (about £827,120)

Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.
Branches.

Banjermasin	Padang	Soerokarta
Bandoeng	Palembang	Tandjong Balei
Cheribon	Pekalongan	Tebin-Tinggi
Dejember	Penang	Tegal
Djokjakarta	Pontianak	Telok-Betong
Hongkong	Rangoon	Tjilatjap
Kota-Radja	Semarang	Weltevreden
Makassar	Singapore	
Medan	Soerabaya	

London Bankers:
Union of London and Smith's Bank, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents, and transacts banking business of every description.

Current accounts kept in taels and dollars.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG. Manager.

Commercial Bank of China

Head office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-up Capital .. Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:

For 3 months at 3% per annum.
For 6 months at 4% per annum.
For 12 months at 5% per annum.

On Deposits in Dollars according to arrangement.

H. C. MARSHALL, Chief Manager.

The Bank of Canton, Limited.

Incorporated 1912.

Authorised Capital ..... H.	$2,000,000
Subscribed and paid up Capital ..... H.	$1,371,500
Reserve Fund ..... H.	$ 120,000
Investment reserve fund... H.	$ 20,000

Head Office:
No. 6 Des Voeux Road, Hongkong.

Shanghai Office:
No. 2 Ningpo Road.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

IUKUUN, Manager.

The Mercantile Bank of India, Ltd.

Authorised Capital	£1,500,000
Subscribed Capital	1,125,000
Paid-up Capital	562,500
Reserve Fund	600,000

HEAD OFFICE, 15 Gracechurch Street LONDON, E. C.

London Bankers:
Bank of England.
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Kandy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru (Kelantan)	(Mauritius)
Galle	Kuala Lumpur	Rangoon
Hongkong	Singapore,	Shanghai

Shanghai Branch.

EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2% per annum and on Fixed Deposits at rates which may be ascertained on application.

C. T. BRATH, Acting Manager.

7 Nanking Road.

9752

BANK OF COMMUNICATIONS

Specially authorized by Presidential Mandates of April 7, 1914 and October 31, 1915.

Paid up Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING.

50 Branches and Agencies at principal commercial places in China.

SHANGHAI BRANCH

Interest allowed on Current Accounts and on Fixed Deposits in Taels and Dollars according to arrangements.

Credit granted on Approved Securities and Every Description of Banking and Exchange Business transacted.

CHAO CHING HUA. Manager.

SUMITOMO BANK, LIMITED

SHANGHAI BRANCH
1 Kiukiang Road

Capital (Paid-up) .. Yen 15,000,000
Reserves ..... Yen 1,470,000
Deposits ..... Yen 120,000,000

President, Baron K. SUMITOMO

Head Office: OSAKA.

Branches:
Tokyo, Yokohama, Nagoya, Kyoto Osaka, Kobe, Hyogo, Onomichi Kure, Niihama, Hiroshima, Yanai, Shimonoseki, Moji Wakamatsu Kukuoka, Kurume, Honolulu, San Francisco, Bombay and Hankow

London Banker:
LLOYDS BANK, LIMITED
New York Banker:
NATIONAL CITY BANK OF N. Y.

Banking Business in General Foreign Exchange Business, Travellers' and Commercial Letters of Credit, Correspondents throughout the World.

S. KASAHARA, Manager.

Tel. No. 3536 (Sumitomo Bank).
Tel. No. 4663 (Compradore Office).

Sailed from Shanghai

For London, etc.		
Antilochus		Mar. 8
City of Corinth		Feb. 20
Hitachi Maru		Feb. 28
Iyo Maru		Mar. 11
Kitano Maru		Apr. 18
Miyazaki Maru		Mar. 30
Tsuruga Maru		Feb. 19
For Marseilles, etc.		
Cordillere		Feb. 21
For New York		
Tokiwa Maru		Mar. 21
Toyooka Maru		Feb. 1
For San Francisco, etc.		
China		Apr. 18
Ecuador		Apr. 1
Nippon Maru		Apr. 3
Persia Maru		Apr. 21
Shidzuoka Maru		Apr. 3
Shinyo Maru		Apr. 5
For Seattle		
Yokohama Maru		Feb. 19
Tamba Maru		Mar. 13
For Tacoma		
Hawaii Maru		Apr. 17
Justin		Feb. 17
Mexico Maru		Apr. 5
Manila Maru		Mar. 6

Vessels To Arrive

	Sailed	*Due
From San Francisco, etc.		
Korea Maru		May 1
Siberia Maru		May 15
Tenyo Maru		May 26
Venezuela		May 5
From Tacoma		
Panama Maru		Apr. 13
Chicago Maru		May 23
From Seattle		
Yokohama Maru	Mar., 30	Apr. 28

BUSINESS AND OFFICIAL NOTICES

The Chemor United Rubber Co., Ltd.

(Incorporated n Hongkong)

NOTICE IS HEREBY GIVEN that the Fifth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Monday, the 30th day of April, 1917, at 3.30 p.m.

The Transfer Books of the Company will be closed from 23rd April to 30th April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.
Secretaries & Managers.

Shanghai, 16th April, 1917.
13515

The Semambu Rubber Estates, Limited

(Incorporated in Hongkong)

NOTICE IS HEREBY GIVEN that the Fourth Annual General Meeting of Shareholders will be held at 13 Nanking Road, Shanghai, on Wednesday, the 25th day of April, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 17th April to 25th April, 1917, both days inclusive.

By Order of the Directors,
R. N. TRUMAN & CO.,
General Managers.

Shanghai, 11th April, 1917.
13446

Dr. S. Nakanishi
Veterinary Surgeon
Y-A 4 Barchet Road,

wishes to inform patrons that his telephone number has been changed to North 611 from April 1, 1917.
13232

Shanghai-Sumatra Tobacco Co., Limited.

NOTICE TO SHAREHOLDERS.

With reference to the recommendation of Shareholders that a further issue of 6,500 shares (one new share for every two old shares) at Tls. 50 per share should be made at a favourable time NOTICE IS HEREBY GIVEN that the Transfer Books of the Company will be closed from the 23rd to the 30th April, 1917, both days inclusive and that the new shares will be offered to those Shareholders on the Register on that date.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 13th April, 1917.
13467

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Amendment in favour of a Dividend of Tls. 1.00 per share carried at the Meeting of Shareholders held at Shanghai on 28th March, 1917, must be confirmed at the formal Meeting of the Company in Sumatra, to be held on the 28th April, 1917. This Dividend will be payable to those on the Company's Register on that date. The Transfer Books of the Company will be closed from the 21st to the 28th April, 1917, both days inclusive.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

Shanghai, 5th April, 1917.
13379

NOTICE

BY mutual consent the interest and responsibility of Mr. Henry James Clark in our firm ceased on the 14th April, 1917.

BENJAMIN & POTTS.

REFERRING to the above, I have this day established myself as a Stock, Share and General Broker.

HENRY J. CLARK,
3 Kiukiang Road (2nd Floor).
Cable Address "Taeping."
Telephone No. 489.

Shanghai, 16th April, 1917.
13511 A 22

The Senawang Rubber Estates Company, Limited

NOTICE is hereby given that the Eleventh Ordinary General Meeting of shareholders of this Company will be held at the Head Office, No. 38 Canton Road, Shanghai, on Tuesday, the 24th day of April, 1917, at 4 p.m., for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ended 31st January, 1917, and transacting other ordinary business of the meeting.

The Transfer Books of the Company will be closed from the 17th April to the 24th April, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.

Shanghai, 13th April, 1917.
13450

NAAMLOOZE VENNOOTSCHAP

Maatschappij Tot Mijn Bosch-en Landbouwexploitatie in Langkat.

NOTICE is hereby given that the Annual General Meeting of shareholders will be held in the offices of the Company, Tandjong Poera, Lower Langkat, Sumatra, at 10 a.m. on Saturday, the 28th April, 1917.

By Order of the Directors,
GEORGE McBAIN,
General Agent.

Shanghai, 27th February, 1917.
12390

INTERNATIONAL SAVINGS SOCIETY
A French Public Savings Company

Head Office: SHANGHAI
1 bis, AVENUE EDOUARD VII
(Yangkingpang)

Savings are the Making of all Great Nations

If you will not save yourselves, we will do it for you.

You pay us monthly 12 dollars, and we guarantee you a capital of at least two thousand dollars, after 13 years and 10 months payments.

Our bonds have a surrender and loan value after two years, the same as Life Insurance policies,

BUT

We give you a
Further Advantage viz.,
Our Monthly Drawings which give you an opportunity to get every month a return of from $12 to $2,000.

AUDIT

A continuons daily audit of the accounts of the Society is conducted by Mr. S. A. Seth, Chartered Secretary and Public Accountant.

For full particulars, apply to the Head Office.

J. BEUDIN & M. SPEELMAN,
General Manager.

Drink Sparklis' Pure Aerated Waters

sterilized by the latest process
THE ULTRA VIOLET RAYS

Sweet waters 75 cts. per doz. Soda, pints 50 cts. per doz.

Manufactured by
THE SPARKLIS AERATED WATER FACTORY, LTD.
No. 76 North Szechuen Road. Tel. North 255

TSINGTAU, NORTH CHINA
The Finest Summer Resort in the Far East.
Grand Strand Hotel
(Formerly Strand Hotel)
Grand Hotel, Grand Hotel Annexe
Beautiful Sandy Beach, Splendid Sea Bathing, Golf, Tennis, Motoring, Deep Sea Fishing.
Excursions to Battle Fields, Good Roads, Lovely Scenery. Race Course and Golf Links adjoin Hotel [Hotel guests have the privilege of the Golf Links]. A Good British Doctor is in attendance at the Hotels. Unexcelled Cuisine, Highest Comforts, Moderate Charges.
For all information please apply to T. HERLIHY, Manager.

MIKASA & COMPANY
JAPANESE SILK STORE
have removed to the more commodious premises at No. 43a Bubbling Well Road (Arts & Crafts Building), where they are showing a new and well-assorted line of all kinds of Silk Goods.
13241

Chew! Chew! Chew!

YOU are recommended to commence chewing tobacco right from now if you have not already done so before. Because tobacco-chewing not only imparts warmth to the body during the cold weather and removes foul breath from the mouth, but it also assists the business man in more ways than one to better advantage. We have just unpacked a small supply of American Chewing Plugs of various qualities, some of which cannot be procured elsewhere. Remember that our stock of above is very small, so call early to ensure a supply.

TABAQUERIA FILIPINA, 34 Nanking Road, Shanghai.
12848

V. K. SHEN & SON

The New Specimen and Sales Rooms at P37 Nanking Road (Lloyd Road) have now been opened.

We solicit investigation of our facilities for the equipment of exclusive homes, in a manner consistent with culture and refinement.

TELEPHONE NUMBERS: 1710 and 5346

V. K. SHEN & SON

Tel. 2709

G.T.S.

The Geographical & Topographical Society of China

8B Peking Road.

ASK FOR

THE NEW PLAN OF PEKING

at the Commercial Press

Shanghai Gas Company, Limited

NOTICE is hereby given that the ANNUAL GENERAL MEETING of the Shareholders will be held at the Office of Messrs. SCOTT, HARDING & Co., 6 Peking Road, Shanghai, on Thursday, the 26th April, 1917, at 4 o'clock p.m.

The Transfer Books of the Company will be closed from the 18th April to the 26th April, 1917, both days inclusive.

By Order of the Board of Directors,
GEO. R. WINGROVE,
Secretary.

Shanghai, 6th April, 1917.
13368

M. CHING CHONG

Proprietor, Yeh Mei-ching
Hardware and Metal Merchants
Government Contractors

Materials of every description for Engineering

Naval and Marine Stores always in stock

Our entire stock is from well-known manufacturers, and our prices are moderate

Sole Agent for

The Chee Hsin Cement Co., Ltd.

We have also Black Dye in stock, Trade Mark Zang Kun (象牌潤) at moderate prices.

For further information, please apply to—

66-69 North Soochow Road, Shanghai.

Tel. Gen. office No. 2971
Tel. Pri. office No. 4388

SCOTCH GIRL offers services in return for passage to Canada or America. Apply to Box 422, THE CHINA PRESS.

For Sale or to Let From 1st May

No 50 Route Doumer—modern residence, furnished or unfurnished, standing well back from the road, containing: Hall, Billiard-room, three entertaining rooms, seven bedrooms, five bathrooms and Boxroom. Garage, stabling for four horses; well developed grounds, tennis lawn (four courts), croquet lawn and rosary. Altogether about 20 mows of land.

For inspection apply to:
STIRLING FESSENDEN,
3 Hongkong Road.
13291

The Hwa Yeng Carpet Factory

Only wool of the best quality obtainable in China is used, after careful sifting, in the manufacture of our carpets. Our workmen are experts in this line of business, specially engaged by us from Peking and Tientsin. Carpets of all sizes and designs, and in every shade and colour, are always kept in stock to meet the demands of the public, but carpets of any novel or special pattern can be made to order. All carpets and rugs sold by us have been highly eulogised by our European customers as marvels of cheapness, considering their good quality.

We have now for sale carpets made of genuine camel wool, our price for which is fixed at the very moderate figure of 50 cents per foot. Foreign patronage is respectfully solicited.

HWA YENG FACTORY.
Nos. 11, 13 and 15 Route des Soeurs French Concession.
Shanghai, March 5, 1917.

SALE! SALE!! SALE!!!

FOR ONE WEEK ONLY

The last opportunity to purchase at cheap prices.

Silks, Satins, Taffetas, Dresses, Carpets, Washing Rugs, Silk and Cotton Blouses, Muslins, Overcoats, Shawls, Scarves, etc.

W. ASSOMULL & CO.
4 Broadway.
(Opposite Astor House Hotel)
13212.

Stock Exchange
Transactions

TODAY'S QUOTATIONS
Shanghai, April 21, 1917.

Official

Ewo Cotton Tls. 155.00
Ewo Cotton Tls. 152.50
Langkats Tls. 18.00
Shanghai Cotton Tls. 122.50
Shanghai Docks Tls. 91.00
Yangtsze Ins. $220.00
Anglo-Dutch Tls. 5.00
Anglo-Javas Tls. 10.15
Anglo-Javas Tls. 10.20
Batu Anams Tls. 1.25
Senawangs Tls. 14.50
Taipings Tls. 2.15
Tanah Merah Tls. 1.15
Shanghai Klebang Tls. 1.00

Sharebrokers' Association
Transactions

BUSINESS DONE
Shanghai, April 21, 1917.

Official

Shanghai Wharf Tls. 75.00 cash
Karans Tls. 13.15 cash
Padangs Tls. 13.50 cash
Padangs Tls. 13.75 cash

Direct

Anglo-Java Tls. 10.15 cash

Silk Market Report

Messrs. Wm. Little and Co., write as follows in their weekly silk market report:—

Our last report was dated 13th inst.

White Silk.—There has been a small business in balance lots for Europe and supplies would appear exhausted. For America there is no business to report.

Tsatlee Filatures.—Crown 1 and 2, Tls. 720 av. Kung Kee Mars 1, Tls. 660.

Teatlee New Style.—Gold Savage 1, Tls. 665. Silver Stork 1, Tls. 670. Silver Phœnix Ex. Tls. 670.

Steam Filatures.—There has been some business booked for the New season on basis of Tls. 910, 10/12 den. best, Tls. 830 open size for medium chops.

Tussah Filatures 8 coc.—Best grades have advanced Tls. 10 to Tls. 545 av.

ASTOR HOUSE HOTEL,
TIENTSIN.

Cable Address:
ASTOR.

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Comfortable Bedrooms with Bath; Double, Single or En Suite.

First-Class Cuisine and Selected Cellar, under Foreign Supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT.

Central Stores, Limited

NOTICE is hereby given that the name of this Company has been changed to "The Shanghai Hotels, Limited," and that the Company will henceforth trade under and be known by that name.

By order of the Board,
E. BURROWS,
Secretary.
13557

CHUNG HWA TRANSLATION CO.

Undertakes translations of the following nature:

Letters, Contracts, News, Essays, Novels, Sciences, Advertisements, Regulations, Poems, Official Statements, Arts Descriptions, etc., etc.

from English into Chinese, and *vice versa*. Our translator is an expert with great experience. Translation is guaranteed. Speediness with satisfaction a speciality. Terms, from $5.00 per 1,000 words Catalogue Free. For particulars address:

CHUNG HWA TRANSLATION CO.
21 Foochow Road, Shanghai.
Telephone 3925.

Sam Joe & Co.

General Storekeepers, Grocers, Wine and Spirit Merchants.

Our goods are always absolutely fresh, being imported weekly from well-known manufacturers. "American" fresh fruit always in stock

PRICES VERY MODERATE
PROMPT ATTENTION GIVEN TO ALL ORDERS

Orders from outports and the interior are carefully packed, and all breakages will be promptly made good.

All kinds of Chinese and Japanese coal sold by us also.

A1114 Broadway
Telephone No. 1095.
SHANGHAI.

LOCAL SHARE MARKET

Messrs. J. P. Bisset and Co. report as follows in their weekly share market report:—

The tendency towards higher share rates caused by somewhat easier money conditions has been counteracted to a great extent by the increase in sterling exchange, and the market, although steady, still remains very quiet. Rubbers are in request at present low rates, but except in the case of odd forced sales comparatively few shares are coming on the market. Cottons have shown some activity and quotations in certain cases show an advance on last week's rates. Shanghai Docks rose steadily to Tls. 90½ buyers, and remain firm at that price.

Siccawei Weather Report

20.—Moderate anti-cyclone in central China. Belt of low readings between Formosa and Northern Japan. Normal monsoon. Fine weather.

21.—Fine and cool weather, at Shanghai. The pressure continues to rise and the wind to blow from N.E.

Saturday, April 21, 1917.

WEATHER.	4 a.m.	9 a.m
Bar. at Centg., mm	760.57	762.21
" " inches	29.54	29.92
Variation mm. for 24 h	-5.19	-4.48
Variation mm. for 12 h	-2.29	-1.31
Wind Direction	NE	ENE
Wind Kilom per hour	17	18
Wind Miles	10.6	11.2
Temperature Cen	10.°6	12.°7
Temperature Fahr	51.1	54.8
Humidity: co	96	86
Rebuc.city 5-10	10	10
Rainfall mm.	1.0	—
Rainfall inches	0.04	—

∴ ∴ AMUSEMENTS ∴ ∴

APOLLO THEATRE

Programme for April 21 22nd.

Tonight Tonight

"THE LITTLE SISTERS"

A realistic Photo-Play, in two parts. This fine feature constitutes a domestic drama of much interest.

Pathe's British, French and American Gazettes
Depicting all the principal events.

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GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
May 3	..	San Francisco	Korea maru	Jap.	A. T. Co.
.. 6	..	Seattle, Victoria etc.	Awa maru	Jap.	N. Y. K.
.. 14	..	Seattle, Victoria etc.	Yokohama maru	Jap.	N. Y. K.
.. 15	..	San Francisco	Siberia maru	Jap.	A. T. Co.
.. 18	..	New York via Panama	Tatsuno maru	Jap.	N. Y. K.
.. 26	..	San Francisco	Tenyo maru	Jap.	A. T. Co.

FOR JAPAN PORTS

Apr 24	12.30	Nagasaki, Moji & Kobe	Chikugo maru	Jap.	N. Y. K.
.. 26	1.30	Kobe and Osaka via Moji	Kasuga maru	Jap.	N. Y. K.
.. 27	3.00	Nagasaki	Simbirsk	Rus.	R. V. F.
28	..	Nagasaki, Moji & Kobe	Hakusan maru	Jap.	N. Y. K.
May 1	..	Nagasaki, Moji and Kobe	Yawata maru	Jap.	N. Y. K.
.. 3	..	Kobe	Katori maru	Jap.	N. Y. K.
.. 3	..	Nagasaki, Kobe & Yokohama	Korea maru	Jap.	A. T. Co.
.. 3	..	Kobe & Osaka via Moji	Kumano maru	Jap.	N. Y. K.
.. 5	..	Nagasaki, Moji & Kobe	Yamashiro maru	Jap.	N. Y. K.
.. 6	..	Moji, Kobe and Yokohama	Awa maru	Jap.	N. Y. K.
.. 8	..	Nagasaki, Moji & Kobe	Omi maru	Jap.	N. Y. K.

FOR EUROPE, INDIA, STRAITS, ETC.

May 2	..	London etc.	Hirano maru	Jap.	N. Y. K.
.. 5	..	London etc.	Fushimi maru	Jap.	N. Y. K.
.. 16	..	London etc.	Kaga maru	Jap.	N. Y. K.

FOR SOUTHERN PORTS

Apr 22	10.00*	Hongkong & Canton	Wingsang	Br.	J. M. & Co.
.. 24	10.30*	Hongkong & Canton	Anhui	Br.	B. & S.
.. 22	A.M.	Hongkong & Canton	Kwangtah	Chi.	C.M.S.N. Co.
.. 23	4.00	Ningpo	Hsin Peking	Br.	B. & S.
.. 23	4.00	Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
.. 23	M.N	Wenchow via Ningpo	Kwangchi	Chi.	C.M.S.N. Co.
.. 24	3.30	Ningpo	Kiangteen	Chi.	C.M.S.N.Co.
.. 24	noon	Hongkong & Canton	Sunning	Br.	B. & S.
.. 25	1.00	Takao via F'chow & Keelung	Kohoku maru	Jap.	O. S. K.
.. 26	D.L.	Amoy, Hongkong & Canton	Shantung	Br.	B. & S.
.. 26	D.L.	Swatow	Hoihow	Br.	B. & S.
.. 26	D.L.	Hongkong & Canton	Kweilin	Br.	B. & S.
.. 27	..	Hongkong	Yokohama maru	Jap.	N. Y. K.
.. 29	D.L.	Hongkong and Canton	Yingchow	Br.	B. & S.
.. 30	D.L.	Hongkong	Panama maru	Jap.	O. S. K.
May 1	D.L.	Hongkong & Canton	Chenan	Br.	B. & S.

FOR NORTHERN PORTS

Apr 22	10.30*	Tientsin & Newchwang	Kiukiang	Br.	B. & S.
.. 22	..	Tientsin direct	Kwangping	Br.	K. M. A.
.. 22	A.M.	Chefoo & Tientsin	Anping	Chi.	C.M.S.N. Co.
.. 22	D.L.	Weihaiwei, Chefoo & T'tsin	Esang	Br.	J. M. & Co.
.. 24	noon	Chefoo & Newchwang	Sungkiang	Br.	B. & S.
.. 24	11.00*	T'tsin & Dalny via Tsingtao	Keelung maru	Jap.	O. S. K.
.. 24	noon	Dalny	Sakaki maru	Jap.	S. M. R.
.. 24	A.M.	Chefoo & Tientsin	Hsinming	Chi.	C.M.S.N. Co.
.. 25	9.00*	Tsingtao	Sanyo maru	Jap.	S. M. R.
.. 25	D.L.	Haichow	Hangchow	Br.	B. & S.
.. 26	10.00*	Weihaiwei, Chefoo & T'tsin	Shuntien	Br.	B. & S.
.. 30	D.L.	do	Kansu	Br.	B. & S.
.. 27	3.00	Vladivostock	Simbirsk	Rus.	R.V.F.
.. 27	2.00	Tsingtao and Dalny	Kobe maru	Jap.	S. M. R.

FOR RIVER PORTS

Apr 22	M.N.	Hankow etc.	Kiangtoo	Chi.	C.M.S.N. Co.
.. 23	M.N.	do	Kiangwah	Chi.	C.M.S.N. Co.
.. 23	M.N.	do	Tafoo maru	Jap.	N.K.K.
.. 23	M.N.	do	Chungking	Br.	B. & S.
.. 24	M.N.	do	Tungting	Br.	B. & S.
.. 24	M.N.	do	Nanyang maru	Jap.	N.K.K.
.. 24	M.N.	do	Loongwo	Br.	J.M. & Co.
.. 25	M.N.	do	Kiangyung	Chi.	C.M.S.N.Co
.. 25	M.N.	do	Poyang	Br.	B. & S.
.. 26	M.N.	do	Talee maru	Jap.	N.K.K.
.. 26	M.N.	do	Luenho	Br.	J. M. & Co.
.. 26	M.N.	do	Kiangyu	Chi.	C.M.S.N. Co.
.. 27	M.N.	do	Luenyi	Br.	B. & S.

* A.M. M.N.—Midnight. D.L.—Daylight.

Arrivals

Date	From	Ship's Name	Tons	Flag	Agents	Berth
Apr 21	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.	KLYW
.. 21	Tientsin	Esang	1127	Br.	J. M. & Co.	SHW
.. 21	Hankow	Kiangtoo	1468	Chi.	C.M.S.N. Co.	KLYW
.. 21	Foochow	Keelung maru	963	Jap.	O. S. K.	OSKW
.. 21	Japan	Chikugo maru	1446	Jap.	N. Y. K.	NYKW
.. 21	Hankow	Tafoo maru	1756	Jap.	N.K.K.	LPDW
.. 21	Hankow	Kiangwah	2101	Chi.	C.M.S.N.Co.	KLYW
.. 21	Hongkong	Persia maru	7974	Jap.	A. T. Co.	Woosung
.. 21	Chinwangtao	Kwangping	1244	Br.	K. M. A.	KMAW
.. 21	Hankow	Chungking	1311	Br.	B. & S.	CNW
.. 21	Hongkong	Sunning	1570	Br.	B. & S.	CNW

Departures

Date	For	Ship's Name	Tons	Flag	Agents
Apr 21	Hongkong	Awa maru	3696	Jap.	N. Y. K.
.. 21	Foochow	Haean	1839	Chi.	C.M.S.N. Co
.. 21	Japan	Omi maru	3222	Jap.	N. Y. K.
.. 21	Wenchow via Ningpo	Poochi	631	Chi.	C.M. S. N. Co.
.. 21	Wuhu, Hankow & Swatow	Wenchow	560	Br.	B. & S.
.. 21	Newchwang	Irene	838	Chi.	C.M.S.N. Co.
.. 21	Takao via F'chow & Keelung	Otowa maru	1476	Jap.	O. S. K.
.. 21	Tsingtao	Ono maru	621	Jap.	S. M. R.
.. 21	Hankow etc.	Siangyang maru	2225	Jap.	N.K.K.
.. 21	Ningpo	Kiangteen	2012	Chi.	C.M.S.N. Co.

Vessels In Harbor And At Woosung

Arrived	From	Ship's Name	Tons	Flag	Agents	Berth
Nov 14	Hankow	Albenga	2769	Ger.	Carlowitz	US
Apr 19	Hongkong	Anhui	1355	Br.	B. & S.	CNPW
Apr 20	Tientsin	Anping	1159	Chi.	C.M.S.N. Co.	KLYW
Aug 4	Hongkong	Bohemia	4282	Aus.	Aus. Lloyd	B VII
Aug 5	Hongkong	China	3868	Aus.	Aus. Lloyd	B XIII
Aug 8	Hongkong	D. Rickmers	2651	Ger.	H. D. & Co	USA
Dec 27	Nanking	Fortuna	182	Ger.	H. D. & Co	US
Apr 15	Hongkong	Glenstrae	3054	Br.	Glen Line	CMLW
Apr 20	Hongkong	Kwangtah	1536	Chi.	C.M.S.N. Co.	KLYW
Apr 20	Wenchow	Kwangchi	314	Chi.	C. M. S. N. Co	KLYW
Apr 20	Newchwang	Kiukiang	1228	Br.	B. & S.	WTW
July 16	Hankow	Meidah	1682	Ger.	Melchers	US
July 30	Hankow	Mellee	1682	Ger.	Melcher	US
Mar 18	Ningpo	Meifoo	406	Am.	S. Oil Co	SOCW
Apr 17	Hankow	Poyang	1892	Br.	B. & S.	CNW
July 30	Tsingtao	Sikiang	1840	Ger.	H. A. L.	US
July 30	Hongkong	Silesia	3318	Aus.	Aus. Lloyd	B IX
Mar 25	Cruise	Store Nordiske	698	Dan	G.-N. T. Co.	7 p
Apr 20	Hongkong	Wingsang	1517	Br.	J. M. & Co.	SHW

Vessels Loading

For River Ports

HANKOW and PORTS.—The str. Kiangfoo, Capt. A. S. Malcolm, will leave on Sunday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW and PORTS.—The Co.'s str. Tafoo Maru, Capt. S. Hosokawa, will be despatched from Pootung N.K.K. wharf on Monday, April 23 at about 12 o'clock midnight. The last steam launch will leave Canton Road jetty at 11 p.m. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The Indo-China Steam Navigation Co.'s str. Loongwo, 3,925 tons, Captain Findelson, will leave on Tuesday, April 24, at about 12 o'clock midnight. For Freight or Passage, apply to Jardine, Matheson and Co., Ltd., General Managers. Tel. No. 240.

HANKOW and PORTS.—The Co.'s str. Nanyang Maru, Capt. K. Takeshita, will be despatched from N.Y.K. wharf on Tuesday, April 24, at about 12 o'clock midnight. For Freight and Passage apply to The Nisshin Kisen Kaisha, No. 5 The Bund. Tel. No. 3256.

HANKOW and PORTS.—The str. Kiangwah, Capt. John McArthur, will leave on Monday night. For Freight or Passage apply to C.M.S.N. Co.

HANKOW, etc.—The China Navigation Co.'s str. Tungting, Captain Torrible, will leave from the French Bund on Tuesday, April 24 at about 12 midnight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

HONGKONG and CANTON.—The China Navigation Co's str. Anhui, Captain Eedy, will leave from the French Bund on Sunday, April 22 at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG and CANTON.—The str. Kwangtah, Capt. C. Stewart, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

WENCHOW via NINGPO.—The str. Kwangchi, Capt. C. Smith, will leave on Monday at midnight. For Freight or Passage apply to C.M.S.N. Co.

NINGPO.—The China Navigation Co.'s Str. Hsin Peking, Captain A. Stott R.N.R. will leave from the French Bund on Monday, the 23rd Apr., at 4 p.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tls. No. 401.

HONGKONG and CANTON.—The China Navigation Co.'s str. Sunning, Capt. Lloyd Jones, will leave from the French Bund on Tuesday, April 24 at daylight. For Freight or Passage, apply to Butterfield & Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (Formosa) via FOOCHOW and KEELUNG.—The str. Kohoku Maru, Capt. K. Saito, will be despatched from the Co.'s Yangtszepoo wharf on Wednesday, April 25, at 1 p.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at noon on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

AMOY, HONGKONG and CANTON.—The China Navigation Co.'s str. Shantung, Capt. Meathrel, will leave from the French Bund on Thursday, April 26 at daylight. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HONGKONG.— The Str. Panama, Maru Capt. H. Yamamoto, will be despatched from the Co.'s Yangtsepoo Wharf on Monday, Apr. 30 at daylight. The steam-launch conveying passengers on board will leave the Customs jetty at 9 p.m. on the previous day. For Freight or Passage apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No. 4234.

For Northern Ports

CHEFOO and TIENTSIN.—The str. Anping Capt. W. R. Wallace, will leave on Sunday morning. For Freight or Passage apply to C.M.S.N. Co.

TIENTSIN Direct.—The Kailan Mining Administration s.s. Kwangping April 22. For Freight or Passage, apply to Agent, 1 Jinkee Road Tel. No. 319.

CHEFOO and TIENTSIN.—The str. Hsinming, Capt. H. Mackenion, will leave on Tuesday morning. For Freight or Passage apply to C.M.S.N. Co.

CHEFOO and NEWCHWANG.—The China Navigation Co.'s str. Sungkiang, Capt. H. Trowbridge, will leave from the French Bund on Tuesday, April 24, at noon. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

TIENTSIN and DAIREN via TSINGTAU.—The str. Keelung Maru, Capt. T. Kamiashi, will be despatched from the Co.'s Yangtszepoo wharf on Tuesday, Apr. 24 at 11 a.m. The steam-launch conveying passengers on board will leave the jetty in front of the Nisshin Kisen Kaisha at 10 a.m., on the same day. For Freight and Passage, please apply to The Osaka Shosen Kaisha, No. 4, The Bund. Tel. No 4234.

WEIHAIWEI, CHEFOO and TIENTSIN.—The China Navigation Co.'s str. Shuntien, Capt. Northcombe, will leave from the French Bund on Thursday, April 26, at 10.00 a.m. For Freight or Passage, apply to Butterfield and Swire, Agents, French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

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For TIENTSIN and PEKING via WEIHAIWEI and CHEFOO.—S.S. Tungchow, Fengtien, Shuntien and Shengking.—Sailing from the French Bund every Tuesday, Thursday and Saturday.

For NINGPO.—S.S. Hsin Peking.—Sailing from the French Bund. Regular sailings every Monday, Wednesday and Friday at 4 p.m. The above steamers are installed with Electric Light throughout, with Steam Heaters in the State Rooms and Dining Saloon, and are otherwise completely fitted for the comfort and convenience of passengers.

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Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Guns	Men	Commander
BNB	Apr. 13	Cruise	Quiros	Am g-b.				Hanson
7P	Apr. 14	Cruise	Samar	Am g-b.				Timberlake
P&OB	Apr. 14	Cruise	Villalobos	Am g-b.				Clarke
ODW	Mar. 5	Cruise	Wilmington	Am g-b.	1392	8	159	Chadwick
10P	Apr. 6	Cruise	Warren	Am tr.				

The French gunboats D. de Lagree and Decidee, the Japanese gunboats Fushimi, Sumida and Toba, and the British gunboat Woodlark are not included in this list, being dismantled.

Passengers Arrived

Per C.N. s.s. Sunning from Hongkong:—Mrs. Cogan, Mrs. Walker, Messrs. Watkins and Lupton.

Per C.N. s.s. Chungking from Hankow:—Mr. Jones.

Per I. C. s.s. Esang from Tsingtao:—Dr. F. M. Nield.

Pet C.M. s.s. Kiangwah from Hankow:—Messrs. Aisen and Whitemaid.

Per C.M. s.s. Kiangteen from Ningpo:—Mr. and Mrs. D. P. Griffith.

Per N.Y.K. s.s. Chikugo Maru from Japan:—Messrs. M. Sakamoto, S. Fukuchi, K. Tsujimoto, T. Endo, K. Nishimura, K. Kanesashi, H. A. Wilbur, S. Nagamine, V. Jessen and T. Date, and Capt. W. Ehrhardt.

Per T.K.K. s.s. Persia Maru from Hongkong:—Mrs. M. G. Austin, Messrs. Richard H. Austin, Julius J. Bensabott, Aileen Flaven Barker, Borden F. Beck, Marton E. Coster, Harry W. Coonradt, Claude E. Cary, Erik Fingalson, Ray B. Gardner, Alice Hiller, B. Honig, W. H. Hayden, Josephine B. Hanson, M. Levoniuk, Harry C. Moyle, Hermann R. Merritt, Lloyd Pollard, Thos. W. Simmons, Louise B. Simmons and Theod H. H. Voss.

Passengers Departed

Per T.K.K. s.s. Persia Maru for San Francisco:—Mr. and Mrs. A. G. Kelsey and two children, and Rev. J. W. Paxton. For Honolulu:—Mr. T. Sing, and Master K. Jam. For Yokohama:—Miss H. Murashi, and Rev. G. Heimiller. For Nagasaki:—Miss K. Stinson and Mr. P. F. Jansen.

Per N.Y.K. s.s. Omi Maru for Nagasaki:—Messrs. M. Mazza, T. Sato, J. Takada, D. H. Read, and K. Yasuda, Mr. and Mrs. T. Tanabe, Mr. and Mrs. H. Ishikawa and two children, Mr. and Mrs. K. Oka and two children. For Kobe:—Messrs. Y. Gota, C. L. Chow, P. H. Cole, G. Kato, and E. S. Li. For Yokohama:—Mr. H. Kosjiba, and Mrs. H. Gordo.

Per N.Y.K. s.s. Awa Maru for Hongkong:—Messrs. W. G. A. Brosuber, A. L. H. Schmull, T. D. W. Hannister, Victor Arefield Hearne, P. J. Stpek, G. A. Eve, Svel, J. Cochrane, A. H. N. Van Nieuwenhuyse, S. C. Li, K. Yamamoto, G. H. Bemwell, S. A. Nagel, and F. L. Kallam, Mr. and Mrs. M. Y. Sam, Mr. and Mrs. Tye Keatkwong.

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" "TENYO MARU"	22,000	"	" 26	"
" "NIPPON MARU"	11,000	"	June 14	"
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AWA MARU	12,500	Capt. K. Hayashi,	May 6, 1917
YOKOHAMA MARU ..	12,500	Capt. T. Terada,	May 14, 1917
KAMAKURA MARU ..	12,500	Capt. T. Shirai,	June 13, 1917

SHANGHAI-YOKOHAMA LINE. (Via Nagasaki, Moji and Kobe.)

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HAKUAI MARU	5,000	Capt. K. Takano,	April 28
YAWATA MARU	7,000	Capt. K. Yasuhara,	May 1
YAMASHIRO MARU ..	7,000	Capt. K. Sudzuki	May 5
OMI MARU	7,000	Capt. M. Machida,	May 8

KOBE TO SEATTLE.

INABA MARU	12,500	Capt. K. Higo,	May 4

SHANGHAI, KOBE AND OSAKA LINE (Via Moji.)

KASUGA MARU	7,000	Capt. S. Saito,	April 26, 1917
KUMANO MARU	9,500	Capt. K. Yagiu,	May 3

FOR JAPAN.

KATORI MARU	19,000	Capt. B. Kon,	May 3
AWA MARU	12,500	Capt. K. Hayashi,	May 6

FOR HONGKONG.

YOKOHAMA MARU ..	12,500	———	April 27, 1917

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TATSUNO MARU	15,000	———	May 18

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			Leave Hongkong.
AKI MARU	12,500	———	May 15, 1917
TANGO MARU ...	14,000	———	June 19, 1917
NIKKO MARU ...	10,000	———	July 17, 1917

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Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage.)

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CHINESE GOVERNMENT RAILWAYS

TIENTSIN-PUKOW LINE

TIME TABLE

(Published by order of the Administration)

0⁰⁰ — Midnight, 1330 — 1³⁰ p.m.

September 1st, 1916, and until further notice

Mail 101 B. s.	Mail 3. B. s.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
2055	835	300	0	dep. Peking arr.	2230	1980	1000
2345	1113	635	. .	arr. Tientsin-Central dep.	1935	1700	720
2350	1117	640	84	dep. Tientsin-Central arr.	1930	1658	710
009	1135	650	. .	arr. Tientsin-East dep.	1920	1645	700
1910	530	2340	524	arr. Mukden dep.	230	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line		Mail 4. B. s.	Local 6.
715	1130	—	0	dep. Tientsin-East arr.	—	1705	1950
735	1140	—	2.71	arr. Tientsin-Central dep.	—	1655	1941
745	1200	—		dep. Tientsin-Central arr.	—	1631	1911
1139	1500	—	78	dep. Tsangchow dep.	—	1332	1508
1457	1748	—	148	dep. Techow dep.	—	1048	1138
1801	2021	—	—	arr. Tsinanfu dep.	—	806	845
7.	.	—	220	:	—	:	8.
800	2031	—	—	dep. Tsinanfu arr.	—	756	1812
1039	2231	—	266	dep. Taianfu dep.	—	601	1542
1300	038	—		arr. Yenchowfu dep.	—	349	1311
1318	048	—	318	dep. Yenchowfu arr.	—	339	1256
1558	316	—		dep. Lincheng dep.	—	120	1032
1818	430	—	377	arr. Hsuchowfu dep.	—	2336	810
9.	:	—	420	:	—	:	10.
630	457	—	—	dep. Hsuchowfu arr.	—	2329	2007
1148	838	—		arr. Pengpu dep.	—	1958	1443
1206	840	—	523	dep. Pengpu arr.	—	1946	1432
1637	1138	—	600	dep. Chuchow dep.	—	1648	923
1845	1300	—	631	arr. Pukow dep.	—	1530	728

Express 16. B. S.	Express 10. B.			Shanghai-Nanking Line		Express 1. B.	Express 15. B. S.
. .	1430	. .	0	dep. Nanking-Ferry arr.	. .	1410	. .
2350	1439	. .	. .	dep. Nanking arr.	. .	1415	650
700	2130	. .	198	arr. Shanghai-North dep.	. .	755	2350

Yenchowfu-Tsinanfu Branch Line				Lincheng-Tsochuang Branch Line						
900	1300	2130	d. Yenchowfu a.	630	1230	2000	550	1110	1800	d. Lincheng a.
1048	1448	2328	a. Tsinanfu d.	528	1125	1858	638	1219	1908	a. Tsochuang d.

810	1410	2100
708	1308	1950

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By Order.

THE TRAFFIC MANAGER

Tientsin, September, 1916.

SHANGHAI'S FUTURE AS A PORT CLOSELY STUDIED

Report On Yangtsze Estuary Issued From Conservancy Engineer's Office

"The future welfare of the port of Shanghai is particularly dependent on the conditions of the estuary." So runs the opening sentence of a summary of the future possibilities of Shanghai, incorporated in a "Report on the Yangtsze Estuary" issued this month from the Whangpoo Conservancy Board Engineer-in-Chief's office, with a copy of which we have been favored.

According to the foreword written by Mr. H. von Heidenstam, Engineer-in-Chief, the report embodies the result of an investigation authorised by the Board on "The River" par excellence of China. It is divided into seven sections dealing with

(1) Scope and general program of investigation and personnel.

(2) Investigation Work Done, including Tidal Observations, General Analysis, and Silt Determination.

(3) General Characteristics of the Yangtsze Rivers.

(4) General Description of the Estuary.

(5) Changes in the Estuary and their eventual influence on the Whangpoo and the Navigable Channels of the Estuary.

(6) Future measures in connection with the Estuary.

(7) Summary.

Many interesting sketches, photos, tables and maps are given and the Summary—already quoted from because too lengthy to give in its entirety—is a composition which should be read by everyone interested in Shanghai's welfare, and which concludes:—"If Shanghai is to play the role of a modern commercial ocean port her facilities for navigation and harbor accommodation have to be brought in line with those of other ports of the first order within one or two decades. Upon the possibility of and eventual practical projects for dealing with the approaches, I hope to be able to submit a report at the end of next year."

Two appendices which conclude the report are entitled

(1) Memorandum on the Need of an investigation of the Yangtsze Estuary.

(2) Bibliography.

Together with the "Report" there is a big book of drawings containing a number of plans of the work dealt with in the report.

Both have been well printed and got up by The North China Daily News and Herald, Ltd.

Obituary

Miss Grace B. Lucas

Special Correspondence of The China Press

Nanking, April 20.—Miss Grace B. Lucas of the Northern Presbyterian Mission of Nanking, died of pneumonia at the Memorial Hospital, on April 16, after only four days' of illness. The funeral service was held at the Presbyterian Chapel on Tuesday afternoon.

Miss Lucas came to Nanking in 1906. She worked with unsparing energy and marked success as a student of the language and afterwards as Principal and Lecturer in the large Presbyterian Girls' School of this place.

Both on account of her gifts as a leader of young people and the warm esteem of her many friends, her loss is severely felt in the community as well as in her own Mission.

Mrs. Ida Smith

The funeral of Mrs. Ida Smith, wife of Capt. Chr. Aa. Smith, who died yesterday at 3 Kweiming Road, will take place at the Bubbling Well Cemetery this afternoon at 4.30 p.m. All friends are invited to attend.

Church Services

Holy Trinity Cathedral.—April 22—Second Sunday after Easter. 8 a.m. Holy Communion (and at Bubbling Well Chapel). 11 a.m. Morning Prayer and Litany. Boyce in A. Anthem "If we believe that Jesus died." Goss. Hymns 140, 129, 138. Preacher—The Rev. C. J. F. Symons, 3 p.m. Children's Service. 6 p.m. Evening. Prayer. Anthem "God liveth still." J. S. Bach. Hymns 134, 302, 499. Preacher—The Dean.

Union Church.—Sunday, April 22—11 a.m.: Preacher—Bishop W. S. Lewis, D.D.; Chant 99; Anthem "Awake up my glory" (Barnby); Hymns 532, 72, 275. 6 p.m. Preacher—the Rev. C. E. Darwent, M.A.; Subject "Mr. Brittling sees it through" (H. G. Wells); Chant 74; Anthem "Comfort the soul" (Crotch); Hymns 20, 639, 38.

St. Andrew's Church.—2nd Sunday after Easter, April 22. 8.00 a.m. Holy Communion. 10.30 a.m. Matins. 3.00 p.m. Children's Catechism. 6.00 p.m. Evensong.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads.) The services in the above will be conducted as follows:—Morning 11 a.m. by the Rev. Milton T. Stauffer, M.A., B.D.; Evening 6 p.m. by the Rev. C. W. Lack.

Christian Science Society of Shanghai, Masonic Hall, The Bund. Sunday service, 11 a.m. Subject:—"Doctrine of Atonement," Wednesday evening, 6 p.m. Reading Room, No. 21 Nanking Road Room 71, daily 10.30 to 12.30.

St. John's Pro-Cathedral, Jessfield, Evening Prayer in English at six o'clock. Preacher: The Right Rev. H. McC. E. Price, M.A.

Organises French Women Of New York to Aid U. S.

MRS. EARL CARROLL ©INTERNATIONAL.

Mrs. Earl Carroll, of New York, wife of the noted composer, herself a native of Biarritz, France, is orga nising the French women of New York to aid the United States in making hospital supplies for use in case of war, "as the American women in France are now aiding France," Mrs. Carroll explains. Members of the organisation will also be trained to enter munitions plants as workers, drive ambulances or become nurses.

Pastor Daniells Tells Adventists of the War

The big missionary council being held at Ningkuo and Ward Roads in this city, by the Asiatic Division Conference of Seventh-day Adventists, had a stirring presentation of the World War given it yesterday by Pastor A. G. Daniells, President of the World's General Conference. Pastor Daniells is well informed on this live question, being the author of a book just out entitled "The World War and Armageddon."

"The world is staggering under the terrific blows dealt by this great war," the speaker declared. "The reports of casualties covering only the first two years of unprecedented warfare, are paralyzing—over four million killed, nearly fourteen million wounded, and upwards of four million prisoners and missing—a total of more than twenty-two million. And yet, notwithstanding these fearful losses, the third year of warfare began with twenty million or more of men still under arms. Now, with the entrance of America into the war, one hundred million more people are added to the population of belligerent nations, with the prospect that South America and other lands will follow."

The speaker declared it to be his conviction that the present world situation with which statesmen are struggling, and which is threatening to convulse the whole world in desperate conflict, was foretold by Bible prophets centuries ago. He called particular attention to the prophecy of Christ concerning the events that were to mark the age immediately preceding his second coming and the end of the world; and he urged the deep significance of the words uttered by Christ at the close of his memorable prophecy, as recorded in the twenty-fourth chapter of Matthew: "Be ye also ready, for in such an hour as ye think not the Son of Man cometh." v. 44. The prophet Daniel, referring to the world situation in the last days, declared: "At that time shall Michael stand up, the great Prince which standeth for the children of thy people: and there shall be a time of trouble, such as never was since there was a nation even to that same time."

The speaker made some striking quotations from leading editors and authors as to the meaning of the present day situation. Among them was the following editorial from Leslie's Illustrated Weekly of March 1, this year: "It is a sobered world. Engulfed in war, facing death and starvation, nation after nation has been swept by the terrible tide of destruction. Neither hemisphere has escaped. Armies march in Europe, Asia, and Africa. No seas are without their mines, their battle-ships, and their submarines. All skies are speckled with armored aircraft.

"The few neutral nations across the Atlantic tremble in fear that their time will come next as the tramp of hostile armies echoes across their borders. Our own country, serene and satisfied in its fancied isolation and independence, has trusted to these to save it from being whirled into the maelstrom of war. But this may not be.

"If not, we shall see the whole world ablaze. Neutrality will be extinguished—Mexico and South America and all the Orient involved, the Monroe Doctrine endangered and militarism supreme.

"Is it surprising that some are inquiring if the end of all things is not approaching? The world may well be sobered by the thought."

Mr. Daniells referred to several remarkable statements made by the late Mrs. E. G. White, who for many years gave close study to the prophetic portions of sacred scripture regarding conditions that would exist just before the second coming of Christ. In 1890 Mrs. White felt constrained to write the following graphic forcast of what would come on the earth: "We will see troubles on all sides. Thousands of ships will be hurled into the depths of the sea. Navies will go down, and human lives will be sacrified by the million. Fires will break out unexpectedly, and no human effort will be able to quench them. The palaces of the earth will be swept away in flames. Disasters by rail will become more and more frequent; confusion, and death without a moment's warning will occur on the great lines of travel. The end is near, probation is closing. Oh, let us seek God while he may be found, call upon him while he is near!"

The speaker, in commenting on these words, said: "The suggestion, that thousands of ships would be hurled into the depths of the sea, was almost beyond our comprehension when it was written in 1890. But it is easy to understand today—thousands of ships are being sunk. In 1890 who could have told how that could be done? The submarine as a successful agent of destruction was unheard of then. When the great battle of Jutland occurred between the British and German navies, and in ten hours of fighting 24 war vessels carrying 12,000 human beings went to the bottom, it certainly looked like a fulfillment of this statement. It was said that human lives should be sacrificed by the million. The entire forecast seemed overdrawn at the time it was given, because the world had never seen wars in which millions were swept down to death so quickly. Take all the preceding wars of the century, and their total of five million killed is only half the number which has already perished in this war. It was said that 'death without a moment's warning will occur on the great lines of travel.' Just think of the thousands who have gone down on the great ocean lines of traffic—'sunk without warning'—during the past three years!"

The speaker again quoted from a statement published by the same author ten years later, in 1900, as follows: "We are standing upon the threshold of great and solemn events. Prophecies are fulfilling. Strange, eventful history is being recorded in the books of heaven. Everything in our world is in agitation. There are wars, and rumors of wars. The nations are angry. . . . But while already nation is rising against nation, and kingdom against kingdom, there is not now a general engagement. As yet the four winds (symbolising warfare) are held. . . . Then (when God restrains no longer) the powers of earth will marshal their forces for the last great battle."

Mr. Daniells showed that the popular use by writers and speakers of the word "Armageddon," in speaking of the present war, although descriptive of its universality and horror, is incorrect according to Bible prophecy, but that we are to look for another universal war after the culmination of the present one, even exceeding it in terribleness, which will be the true Armageddon and which will be brought to an abrupt end by the personal coming of Christ in power to destroy those who are not in accord with the principles of His Kingdom of Peace.

Mr. Daniells quoted some strong statements showing that many leading thinkers of the world, entirely uninfluenced by the prophecies of the Bible, also take the view that after this war there is to come another, more terrible still. Mr. H. G. Wells, the brilliant English writer who has done so much to enhearten his people, says in regard to the remapping of Europe after the war: "To the re-drawing of that map a thousand complex forces will come. There will be much attempted overreaching in the business and much greed. Few will come to negotiations with simple intentions. In a wrangle all sorts of ugly and stupid things may happen. . . . .Europe will blunder into a new set of ugly complications and prepare a still more colossal Armageddon than this that is now going on."

Principal L. P. Jacks, Dean of Manchester College, Oxford, and Editor of the Hibbert Journal, declares: "We are in the presence of something essentially irrational. Reason is said to be the prerogative of man. The war—not the word, not the idea, but the thing in its concrete horror—is a strange comment on the prerogative. . . . A proposal has been made to insure perpetual peace by a new piece of machinery—a federation of all the States controlled by a World Parliament. It is a proposal which leaves me cold. . . . . The federation of the world would be a cock-pit of civil war. Before any such form of internationalism can be successfully attempted a preliminary step must be a complete change of nature in each of the combining states."

Mr. Winston Churchill says: "When Armageddon burst over Europe, probably no single brain achieved a complete and rightly proportioned view of the cataract of events. . . . . For nearly two years the armies of Europe have dwelt close together in opposing ditches fed by lavish floods of human life and broadening streams of shot and shell, tormenting each other by ever-growing and improving agencies of death; and behind them their countries have transformed the infinitely varied activities of modern civilisation into the three comprehensive institutions of the barracks, the arsenal, and the hospitals. . . . Every man, every woman, every workable child, is gradually being fitted into the war machine. . . . A somber mood prevails. The faculty of wonder has been dulled; death is familiar, and sorrow numb. The world is in twilight; and from beyond dim flickering horizons comes tirelessly the thudding of guns."

But Mr. Daniells, in harmony with many other Bible students, sees another dawning than that of the booming of the guns. However, the new day will not be brought about by the scheming of diplomats, or the desires, however honest and intense, of men in power. The speaker then went on to portray the great crisis that now confronts mission work in this land as the result of the entrance of the United States into the war. No-one can yet tell how it will affect mission contributions; and it may be impossible, because of passport restrictions, to get new workers over from America. But it was expressed that God is Master of the situation, and there is no crisis with Him, so that today it is the duty of the Church to press on as never before. "Today is the greatest opportunity ever offered to the missionary of the gospel; for the state of apprehension in the world has opened the way to teach all men of the near personal coming of Christ." The speaker closed by using the now famous words of President Wilson, substituting the word "Church" in the place of "nation": "The supreme test of the Church has come. We must all speak, act, and serve together."

U.S., China and Japan Should Have Working Pact, Says Russell

Tokio, April 20.—The Japan American Association of Tokio entertained Dr. Russell the President of the Japan Association of New York, who is now on a visit to Japan, at the Imperial Hotel, Tokio, on the evening of April 19.

Dr. Russell delivered a speech on the relations between Japan and America and other questions. He talked about China to the following effect:—

"The present situation in China calls for united actions and harmony. China should consider the words of Judge Gary of the Steel Trust. It is for the benefit of China to accept the friendship of Japan because if the relations between China and Japan are intimate the capital of the United States may be more freely invested in China.

"The American merchants who come to Japan have Chinese customers also and the American merchants who trade with Japan also trade with China. Thus from all points of view the urgent necessity is to have a united concert of the three countries—China, America and Japan. However actual facts are against it. Those who profess to be the friends of China consider that to have America and Japan less intimate is beneficial for China and there are various movements harmful to the financial credit of China instead. These facts are regrettable. Therefore it will be beneficial for China, Japan and America to form a Japan China Association in New York to promote the common interests of Japan and China. The relations between Japan and China are very complicated but the benefits of having the United States in touch will be common to China and Japan."

Viscount Motono's Views

Viscount Dr. Motono, the Minister for Foreign Affairs, spoke to a Chinese visitor on April 19 to the following effect:—

"The Japanese Government is trying to promote intimate relations between China and Japan by exchanging views with the Tuan Cabinet but Japan does not simply wish to be friendly to the Northerners and to kindly regard the Southerners but the Tuan Cabinet is the *de facto* judical Government of China and therefore there must be suitable efforts to secure intimate economic relations so as to promote the common interests of the two powers, and to understand Japan's real intention the Government will help this whether it is projected by the northerners or the southerners without distinction and will advise the businessmen of Japan to endeavor to complete the scheme and it is highly desirable that both Tong Shao-yi and Sun Yat-sen as well as others understand the real intention of Japan.

BEJAMINN AND POTTS SHARE LIST.

Yesterday's Prices

STOCK	Quotations Closing
Banks	
H. K. and S. B.	$665.
Chartered	£59 10s.
Russo-Asiatic	R. 250
Cathay, ordy	Tls. 6.05.
Cathay, pref	Tls. 5.05 B.
Marine Insurances	
Canton	Tls. 375.
North China	Tls. 150 S.
Union of Canton	$915 B.
Yangtsze	$220 Sa.
Fire Insurances	
China Fire	$155 B.
Hongkong Fire	Tls. 332½ B.
Shipping	
Indo-China Pref	
Indo-China Def	Tls. 123.
"Shell"	107 s.
Shanghai Tug (o)	Tls. 16½.
Shanghai Tug (f)	Tls. 46½.
Kochien	Tls. 35
Mining	
Kaiping	Tls. 9.60.
Oriental Cons	27/6.
Philippine	Tls. 0.80.
Raub	$2¼ B.
Docks	
Hongkong Dock	$124 B.
Shanghai Dock	Tls. 91 Sa.
New Eng. Works	Tls. 11¾ B.
Wharves	
Shanghai Wharf	Tls. 72 B.
Hongkong Wharf	Tls. 81½ B.
Land and Hotels	
Anglo-French Land	Tls. 84½ B.
China Land	Tls. 50.
Shanghai Land	Tls. 81 B.
Weihaiwei Land	Tls. 3.
Central Stores	$8 B.
China Realty (ord)	Tls. 50.
China Realty (pref.)	Tls. 50.
Cotton Mills	
E-wo	Tls. 155 B.
E-wo Pref	Tls. 90 B.
International	Tls. 81 B.
International Pref	Tls. 68
Laou-kung-mow	Tls. 70 B.
Oriental	Tls. 44.
Shanghai Cotton	Tls. 122½ B.
Kung Yik	Tls. 14½ B.
Yangtszepoo	Tls. 5.60 B.
Yangtszepoo Pref	Tls. 101
Industrials	
Butler Tile	Tls. 23
China Sugar	$114.
Green Island	Tls. 8½ S.
Langkats	Tls. 17¾ B.
Major Bros	Tls. 5.
Shanghai Sumatra	Tls. 135 B.
Stores	
Hall and Holtz	$17 c.d. B.
Llewellyn	$60.
Lane, Crawford	$97 B.
Moutrie	$35.
Watson	$6½ Sa.
Weeks	$17½ S.
Rubbers (Local)	
Alma	Tls. 11½ B.
Amherst	Tls. 1.05 S.
Anglo-Java	Tls. 10.20 Sa.
Anglo-Dutch	Tls. 5 Sa.
Ayer Tawah	Tls. 36 B.
Batu Anam 1913	Tls. 1¼ Sa.
Bukit Toh Alang	Tls. 4¼.
Bute	Tls. 1¾.
Chemor United	Tls. 1.45.
Chempedak	Tls. 12 B.
Cheng	Tls. 2.90 B.
Consolidated	Tls. 3.10 B.
Dominion	Tls. 11¼ B.
Gula Kalumpong	Tls. 7.90.
Java Consolidated	Tls. 20¼ B.
Kamunting	Tls. 6½ B.
Kapala	Tls. 1.10
Kapayang	Tls. 28.
Karan	Tls. 13 B.
Kota Bahroes	Tls. 9¼ B.
Kroewoek Java	Tls. 18¼ B.
Padang	Tls. 13¾ B.
Pengkalan Durian	Tls. 10 B.
Permata	Tls. 3¾.
Repah	Tls. 1¼.
Samagagas	Tls. 1.05.
Seekee	Tls. 7½ B.
Semambu	Tls. 1.55.
Senawang	Tls. 14½ Sa.
Shanghai Klebang	Tls. 1 Sa.
Shanghai Malay	Tls. 7 B.
S'hai Malay-pref	Tls. 13.
Shanghai Pahang	Tls. 1.80 B.
Sungala	Tls. 1½.
Sungei Duri	Tls. 10¼ B.
Sua Manggis	Tls. 6½ B.
S'hai Kalantan	Tls. 0.90 B.
Shanghai Seremban	Tls. 0.96.
Taiping	Tls. 2.15 Sa.
Tanah Merah	Tls. 1.15 Sa
Tebong	Tls. 20¾ B.
Ulobri	Tls. 2.60 B.
Ziangbe	Tls. 5.90 B.
Miscellaneous	
C. I. and E. Lumber	Tls. 110
Culty Dairy	Tls. 10 S.
S'hai Elec. and Asb.	$2
Shanghai Trams	Tls. 75 S.
Shanghai Gas	Tls. 25 Sa.
Horse Bazaar	Tls. 30
Shanghai Mercury	Tls. 30.
S'hai Telephone	Tls. 84 B.
S'hai Waterworks	Tls. 235 B.

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LANGKAT DAILY OUTPUT

The following telegraphic information has been received by the general agent from the Sumatra director and manager of the Maatschappij tot Mijn-Bosch-en Landbouwexploitatie in Langkat:

"The output of crude oil for April 20 was 85 tons."

Business and Official - - - Notices - - -

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Bank of Communications

NOTICE

NOTICE is hereby given that the Bank of Communications, Shanghai branch, will resume general banking business beginning on and from the 30th of April, 1917 (Lunar calendar, the tenth day of the Third Moon, 6th year of Republic of China).

On and after that date, all Shanghai and Kiangsu notes issued by this branch, and all notes issued by branches at Nanking, Soochow, Pukow, Wusieh, Yangchow, Hsuchow, Chinkiang, Tsinkiangpu, Hangchow, and Ningpo, will be accepted in both Chekiang and Kiangsu Provinces, and will be paid on demand in full at this office and at the offices above mentioned.

Bank of Communications,
CHAO CHING HUA,
Manager.

Shanghai, April 20, 1917. 13554

Consolidated Rubber Estates (1914), Ltd.
(Incorporated in Hongkong)

NOTICE is hereby given that the third Annual Ordinary General Meeting of Shareholders of the above Company will be held at No. 39 Nanking Road, Shanghai, on Wednesday, the 25th day of April, 1917, at 4.30 p.m., for presentation of the Report of the Directors, and Accounts to the 31st December, 1916.

The Transfer Books of the Company will be closed from Monday, 16th, to Wednesday, the 25th April, 1917, both days inclusive.

By Order of the Board of Directors,
CHINA REALTY CO., LTD.
Secretaries & General Manager.

12426

Fresh Butter.

"Daisy" Brand

The finest quality procurable. Always fresh, always pure, and always gives satisfaction.

"Meadow" Brand

Second only to "Daisy." An excellent Butter for the table.

"O.K." Brand Cooking Butter

Excellent for cakes and pastry.

TO BE OBTAINED OF ALL STOREKEEPERS.

FINEST CANADIAN CHEDDAR CHEESE in 8 lb. rounds.

HUTTON'S CELEBRATED AUSTRALIAN "PINEAPPLE" BRAND BACON.

Imported by
GEDDES & CO., LTD.
Tel. 346. 5 Peking Road.

BILL SMITH

"ELEPHANT HEAD"
ONCE—
"ELEPHANT HEAD"
ALWAYS!
IT IS THE
BEST BEER

Ask Bill

Garner, Quelch & Co.
Wine Merchants

Lost Bank Pass-Book

LOST, bank pass-book No. 548 with a credit balance of Tls. 506.959 issued by the Chekiang Industrial Bank, Ltd. The public is hereby warned that the above pass-book is declared null and void from date of notice.

Luen Yick Insurance Co.
聯益保險公司

13544

Notification No. 1

Chung Foo Union Bank

We beg to notify the public that a branch office of the Bank has been established at Shanghai at No. S 441, Ningpo Road and will be formally opened for Business on April 25th, 1917.

By order,

Alma Estates, Limited

THE Directors have declared an Interim Dividend at the rate of FIVE per cent (being Forty-five tael cents per share) on the Capital of the Company, payable on and after the 30th April, 1917, to shareholders on record on that date.

The Transfer Books of the Company will be closed from the 23rd to the 30th April, both days inclusive.

By order of the Board of Directors,
HUGO REISS & CO.,
Secretaries & General Managers.

Shanghai, 17th April, 1917. 13524

IF YOU WISH to have good results in Developing and Printing your Films, send to THE ASIA PHOTO SUPPLY CO. 135-A, Szechuen Road. 'Phone No. 1647.

13332.

When you think of China's Richest Province, Think of Szechuen, and you will also Think of WIDLER & CO., Chungking, West China.

Born 1915—Still Existing

Zung Lee & Sons. (W. Z. Zee & Sons Est: 1895) Broadway, Shanghai.

LOCKS (YALE) HARDWARE

COMPLETE STOCKS ON HAND

KNAPP & BAXTER, INC

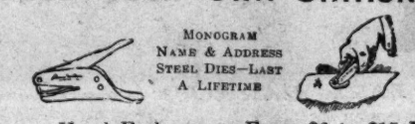
IMPORTERS OF

AMERICAN PRODUCTS

6 Kiukiang Road, Shanghai, China

Phone: No. 1860 Chinese Dept. No. 1625

EMBOSS YOUR OWN STATIONERY



MONOGRAM
NAME & ADDRESS
STEEL DIES—LAST A LIFETIME

Roovers Hand Embossers—From $6 to $15 Mex.

THE OFFICE APPLIANCE CO.

4 CANTON ROAD, SHANGHAI.

NEW LAID EGGS

Laid by various kinds of foreign hens can only be ordered from the

KIANGNAN POULTRY FARM

Chun Hsin Road (just opposite the S. N. Railway Station).

$1.00 for 35

Spring and Summer Suits

New American Material and Styles, latest Patterns, in Small Checks and Stripes.

THOM SHING

G. 19 Tiendong Road, near Broadway

NOTICE

Fixed Price of Natural Ice

IT is a matter of common knowledge that the supply of natural ice is dependent on the temperature of the winter months. Last winter, although very cold weather was experienced, the water in creeks and rivers was very low, and although our ice store was built near a creek, very little ice, except that mixed with mud, was obtainable there. Thus, ice was obtained with difficulty and at a much higher cost.

At a meeting of the Ice Guild, which was held some time ago, it was decided, for the above reason, that during 1917, the price of natural ice must be fixed at $0.50 per 100 lbs. This price does not give us any extra profit, it merely covers us against loss.

The Yun Fong Ice Guild.
天然氷同業永豐會公啟

Just Received

Men's Summer Underwear in

Lisle Thread, India Gauze, Balbriggan, Aertex Mesh } Vest, Pants and Union Suits

also

White Canvas Footwear, Silk and Lisle Socks, Ties, Collars, etc., etc.

H. G. HILL & CO.
119 Szechuen Road

Business and Official Notices are Continued on Page 13

YOU NEED THIS DENTIST HE HAS IT

KILL-PAIN

For the Painless Extraction and Filling of Teeth. Applied to the Gums and Teeth and after a wait of above five minutes, it is absolutely PAINLESS.

Do not fail to have your teeth examined free and get my prices on the work. I will save you both pain and money.

Re-inforced Crown & Bridge Work $10.00

Plates that fit, that don't rock, that don't fall down $25.00

DR. C. CAMERON'S
DENTAL PARLOR
34 Nanking Road, Shanghai

Shanghai Mutual Telephone Company, Limited

NOTICE

NOTICE is hereby given that owing to delay in arrival of equipment no new Telephone connections can be made at present. Applicants will be posted in a book kept in that purpose and will be supplied with the service as disconnections or arrival of new plant will permit.

Subscribers wishing to move their instruments from one place to another will be attended to as usual.

By Order of the Board of Directors,
GUSTAF L. OBERG,
Secretary & General Manager.

Shanghai, 19th April, 1917. 13552

Chang Su-Ho Gardens

THE MAY FAIR
in aid of
The Veterans' Club
will be held on
Friday and Saturday, May 18th and 19th
(this is an altered date)
From 3 p.m. till midnight

EXECUTIVE COMMITTEE
Mrs. Aldridge
,, Hilton Johnson
,, Mackay
,, Phillips
,, Hanbury (*Hon. Sec.*)
Miss Bremner
(*Assistant Hon. Sec.*)
Hon. Treas., K. D. Stewart, Esq., c/o Messrs. Maitland & Co.

Admission $1, Children 50 cts.

AVISO

Companhia Portugueza do Coronel Mesquita
S. V. C.

OS Officiaes e pracas da Companhia receberao seus amigos na Carreira de Tiro no Domingo 22 do corrente das 3 as 6 horas da tarde.

Shanghae, 21 d'Abril de 1917.

13567 A 22

THE WEST END ESTATES, LTD.

NOTICE IS HEREBY GIVEN to the Shareholders of the above Company that the First Annual General Meeting will be held at the Yu-Yuen Garden, No. 2 Yuyuen Road, Shanghai, on Monday, the 30th April, 1917, at 4 p.m.

The Transfer Books of the Company will be closed from the 23rd to the 30th April, both days inclusive.

By Order of the Board of Directors,
The China Land & Building Co., Ltd.
General Managers.

13568

SITUATIONS WANTED

POSITION wanted by young Japanese as general office assistant. Knowledge of bookkeeping. Hard worker. Apply to Box 441, THE CHINA PRESS.

13566 A 28

WANTED, position by a young Chinese (college graduate); knowledge of typewriting, shorthand and general office routine. Salary moderate. Apply to Box 429, THE CHINA PRESS.

13546 A 25

THOSE desirous of obtaining the services of good Japanese or Chinese servants, clerks, etc., are requested to apply to the Philanthropic Association (Aijinkwai), Nos. 137-8 Foochow Road. No charge made. Telephone 3129.

13497

OFFICES WANTED

WANTED: Offices, about 3 to 4 rooms, with ample godown accommodation. Apply to Box 433, THE CHINA PRESS.

13556 A 27

TRANSLATIONS

TRANSLATOR, who has considerable experience in legal, consulate, syndicate, journalistic, commercial and official translation work, undertakes translation in English and Chinese of agreements petitions, letters, legal documents advertisements, and commercial documents, etc. Please apply to Chang Nieh-yun, c/o 1-a Peking Road, or P.D., 159 Haining Road opposite West End Lane.

Amusement Advertising will be found on Page 13

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE
14-15 Quinsan Gardens

Comfortable rooms (Front and back, with bathrooms and verandah) to let. Moderate prices. Good table.

Tel. 3482

9408

Nos. 8 & 11 Quinsan Gardens
(Facing Park)

A large flat, two large and one small room, with board. Bathroom and verandah attached; very cool summer time. Tel. 1946

BOARD-RESIDENCE

Location: Central, quiet, and select.
Terms: Monthly and very moderate.
Cuisine and Service: Excellent.
Apply to Box No. 184
THE CHINA PRESS.

12976

CENTRAL. Board-residence, quiet English home. Fine south room, available married couple or lady friends. Also smaller south room, suit bachelor. Or would let together as bed and sitting-rooms. Cool and pleasant. Terms moderate. Apply to Box 439, THE CHINA PRESS.

13563 A 25

TO LET, nicely furnished attic rooms, with board. Western district. Apply to Box 419, THE CHINA PRESS.

13526

TO LET, well-furnished room, with Verandah and Bathroom, also good Attic. Apply to Box 432, THE CHINA PRESS.

13550 A 22

MOST comfortable rooms offered to married couple or bachelors. Good home, garden, tennis, garage. Apply to Box 430, THE CHINA PRESS.

13547 A 24

TO LET, 23 North Szechuen Road, two large well-furnished rooms, verandahs, bathrooms attached, and one small room. Excellent table. Allies. Prices moderate.

13537 A 26

CONNAUGHT HOUSE, 3 Minghong Road, 'phone 2650. Family home. Centrally located. Terms moderate. Excellent cuisine.

13542

SITUATION VACANT

WANTED, for law office, first-class interpreter having good connections. Must furnish reliable security. Those deficient in English are requested not to apply. Apply to Box 443, THE CHINA PRESS.

13570 A 25

WANTED: Portuguese or Eurasian nurse or governess to take charge of child, 5 years of age. Apply to Box 428, THE CHINA PRESS.

13545 A 23

HOUSES WANTED

WANTED, six-roomed house in the Western district or Frenchtown, on or before the first of June. Apply to Box 406, THE CHINA PRESS.

13492 T. F.

APARTMENTS WANTED

WANTED by young American gentleman, room and board in select private family. Western district, convenient to town or trams. Apply to Box 431, THE CHINA PRESS.

13543 A 22

MEDICAL

MADAME MIZKIEWITZ. Accoucheuse of the Vienna Midwifery and Gynecological Medical School. May be consulted by ladies on all Gynecological and Midwifery matters. 13 Museum Road. Telephone 1470. Shanghai.

13292

EDUCATIONAL

WANTED: Spanish conversational lessons, from instructor understanding English. Apply to Box 442, THE CHINA PRESS.

13569 A 22

FRENCH LESSONS wanted by neutral. Young lady teacher preferred. Please state terms, and reply to Box 435, THE CHINA PRESS.

13560 A 22

Exchange and Mart

LEGHORN eggs from a stock of a thousand birds, $2.75 setting. Inspection invited. Apply to Box 436, THE CHINA PRESS.

13561 A 22

MOUTRIE'S piano, as new, Tls. 225. Owner leaving for home. Seen by an appointment. Apply to Box 437, THE CHINA PRESS.

13561 A 22

FOR SALE: A Humberette motor-car, in good running condition. Average, 30 miles per gallon gasolene. Tls. 450. Apply to Box 438, THE CHINA PRESS.

13562 A 25

WANTED to rent or buy piano. Must be reasonable price. Particulars to Box 440, THE CHINA PRESS.

13564 A 25

FOR SALE. Pair of genuine Fox Terriers, beautifully marked. Also one Japanese Poodle (Male). Apply to Box 444, THE CHINA PRESS.

FOR SALE. One Berkefeld travelling Filter, excellent for up-country trips. Complete with all accessories. Apply to Box 445, THE CHINA PRESS.

FOR SALE, Indian motor-cycle, twin-cylinder, new tyres, Tls. 200. Instalments accepted. Apply to Box 425, THE CHINA PRESS.

13540 A 22

FOR SALE, Ford motor-car, in excellent condition. Apply to Box 426, THE CHINA PRESS.

13541 A 22

FOR SALE. Strong, well-built motor boat. Length 22 feet: beam 5'6", with canvas awning and side-curtains. Twin-cylinder engine, 8 h.p., with Bosch magneto and reversible gear. Recently overhauled and painted. Ready for immediate use. Engine runs on Kerosene. Price Tls. 450. Apply to Box 434, THE CHINA PRESS.

13559 A 24

FOR SALE, Land in the British concession, Hankow; one desirable Lot, No. 71 (232 fong), on the Poyang Road, next to the Russian Church. For particulars, apply to T. J. Hollander, American Church Mission, Hankow.

13474 T. F.

ROWING: Wanted by Britisher in Hangchow, a second-hand, single or double sculling boat, sliding seat, outriggers. Apply to Box 409, THE CHINA PRESS.

13504 A 22

WANTED, foreign stable for horse and carriage, in vicinity of Astor House. Apply to Box 413, THE CHINA PRESS.

13512 A 22

FOR SALE, boarding house of 10 well-furnished rooms, Tls. 1,500. Hongkew district. Apply to Box 427, THE CHINA PRESS.

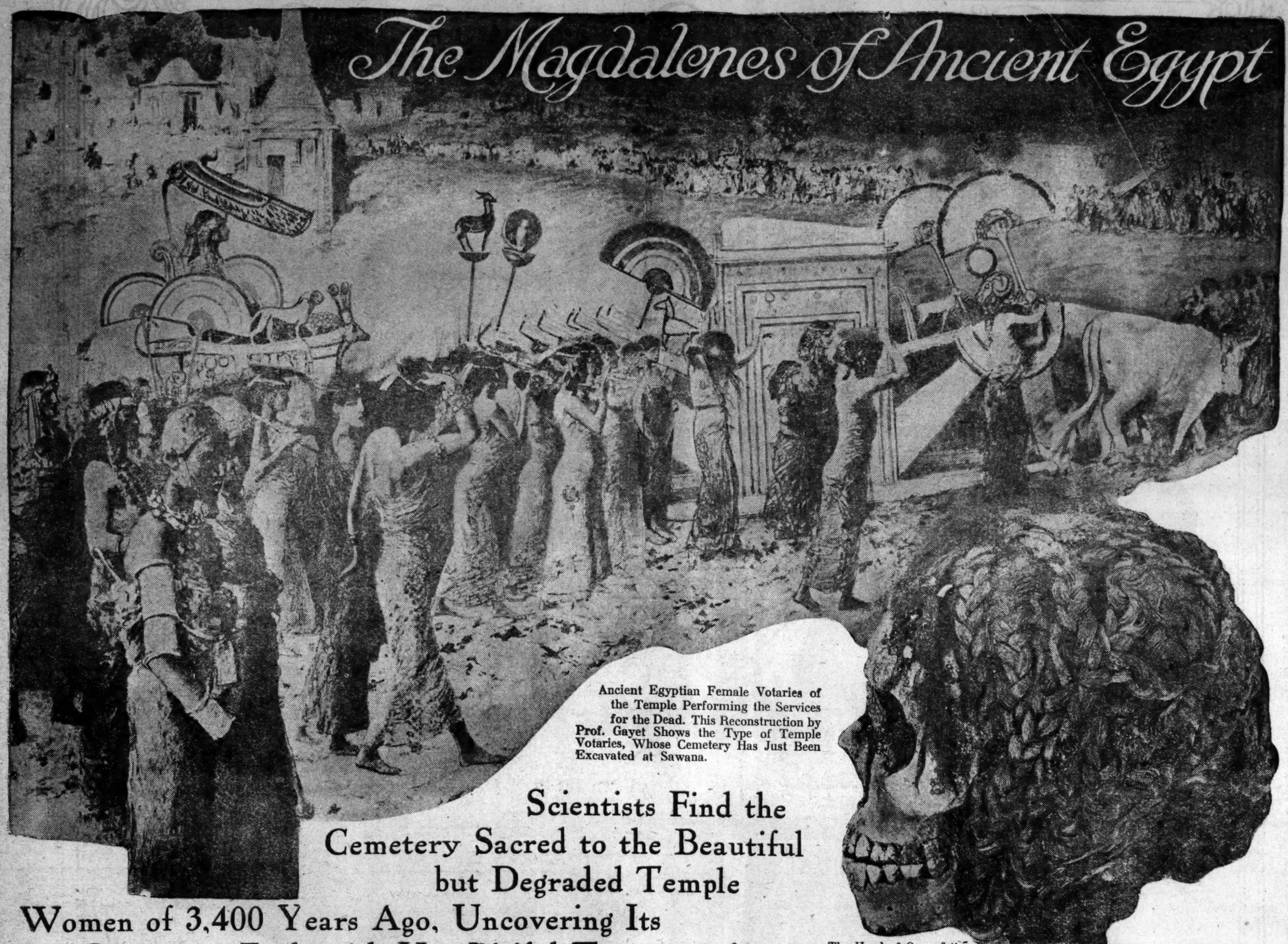
13506

IF you want extra keys made for your Yale Locks call at 39 Nanking Road.

13298

WANTED to buy, second-hand cinema machine, in good condition. State particulars and price to Box 424, THE CHINA PRESS.

13539 A 22



Ancient Egyptian Female Votaries of the Temple Performing the Services for the Dead. This Reconstruction by Prof. Gayet Shows the Type of Temple Votaries, Whose Cemetery Has Just Been Excavated at Sawana.

Scientists Find the Cemetery Sacred to the Beautiful but Degraded Temple Women of 3,400 Years Ago, Uncovering Its Occupants Each with Her Pitiful Treasure of Golden Ornaments and Jewels

The Head of One of the Magdalenes, Still Crowned with the Beautiful Hair That Thousands of Years Ago, Perhaps, Was Loved by a Pharaoh.

A Fragment of an Ancient Egyptian Temple Wall Carving Showing a Dance of the Temple Girls. The Typical Braids of the Magdalenes Appear as on the Skull Shown.

AN amazing picture of the corruption, splendor, cruelty, picturesqueness and barbarism of the ancient world has just been revealed by the hand of science.

Professor Thomas Whittemore, of the Egypt Exploration Fund of Boston, has found an ancient cemetery at Sawana, in Egypt, entirely filled with the bodies of women devotees of the Temple of Hathor—women who gave up everything that they should hold sacred for the glorification of their goddess. The cemetery dates from the eighteenth Egyptian dynasty that is between 3497 and 3267 years ago.

Magdalenes we might call the temple women, but there is every reason to believe that in submitting themselves to what modern people consider the last degradation they saw nothing wrong, and were sincerely convinced that they were serving the cause of their unholy religion.

They were chosen for their beauty, and many, if not all of them, died young, as their remains prove even today. They were kept apart from the world, meeting from the outside only those men who came to worship at the shrine of their goddess. Their earnings were devoted to beautifying the temple and the image of the goddess. The prevalence of images of Hathor in their tombs proved that it was to this goddess they were devoted.

In front of the temple stood a forecourt open to the sky, and behind this a colonnaded hall, beyond which were a series of chambers of the priests and women. The centre of the chambers in the rear was occupied by the holy of holies, a chamber in which stood a shrine hewn from a block of granite. It contained the image of the goddess six feet high, elaborately adorned and splendid with gold and silver and costly stones.

Fresh rouge and fresh robes were placed upon the goddess every day, Professor Erman, the great German Egyptologist, tells us. She was treated in every way as if she were a living queen of incomparable majesty.

Her sacred chapel was daily cleansed and adorned with flowers and perfumes. In the recesses around the shrine the temple women when not dancing in the great hall, awaited the worshippers of their goddess.

They served the goddess of love with frenzied dancing and enchanting songs in the beautiful halls of their temple. We can imagine them dancing by moonlight under the wonderfully clear Egyptian skies, eagerly watched by the intoxicated followers of their cult. As they danced they sang, and played upon that primitive musical instrument, the "sistrum." Wine was served freely at these mock-religious orgies. To obtain the largest sums of money from the worshippers of Hathor was the highest form of piety on the part of the women votaries.

When the temple women died after their brief, hectic life, they were buried in a cemetery set apart, not, probably, because they were regarded as outcasts, but as a mark of their peculiar sanctity.

The regular temple women spent their lives in this degrading service, but it also appears that a certain number of women of good family were encouraged to spend one month in the temple as a mark of devotion to the great goddess Hathor.

There were scores of young girls in the cemetery at Sawana. Their youth was shown principally by the condition and abundance of the black hair, which was dressed in a peculiar manner. It was a strand of hair dug up by a spade that first indicated to the excavators that they were on the point of making an important discovery.

So affecting was the finding of all these young women's bodies that Professor Whittemore writes, "the fragrance of their appeal to the senses seemed to be evident even when they lay buried."

"Although few of the burials were undisturbed by ancient marauders," he continues, "many objects remained beautifully to characterize and report the jeweler's art of the time. Among the objects were bracelets of ebony and ivory, exquisite silver ornaments in the form of flies, ivory wands carved with the head of Hathor, delicate portrait reliefs in plaster, and toilet articles of lapis lazuli, blue glaze and tortoise shell.

"The coiffures of these women were the most striking feature of the cemetery. Disarranged as these coiffures invariably were, the hair was yet to be studied in a considerable variety of forms; ringlets, long, slender, string-like braids, and shorter hair parted in the middle of the head and braided to lie flat on either side, dressed with great care, and showing evidence of personal taste and pleasure.

"In one of the graves the majority of the dishes still contained food."

The principal purpose of providing the dead women so liberally with jewels, ornaments and necessities was to enable them to make the journey in comfort to the other world and to appear fittingly dressed before Osiris, the judge of the dead.

The strange life of these Egyptian temple women is evidently another expression of the degrading cult of the goddess Astarte, practised in biblical times in Babylonian and Assyrian lands and often denounced in the Bible because it made its appearance from time to time in Palestine, among the Children of Israel.

There is evidently some relationship between Astarte and the Egyptian Hathor, the goddess whose temple must have stood near the cemetery just found at Sawana. This goddess is with difficulty distinguishable from Isis, the chief female deity of the Egyptian religion, sister, wife and female counterpart of Osiris, the great male deity, who, among his many functions, is the supreme judge of the dead.

Under the title Hathor, she is the goddess of love, fertility and the arts of female life. She presides over the birth of children and rocks the cradle of the Nile. Cows are sacred to her, and she wears the solar disk with cow's horns.

How the temple women lived and what laws governed them has been a matter of conjecture since the days of old Herodotus, whose description of a similar form of bondage at Babylon has seemed almost incredible to modern ears. Professor Whittemore's discoveries will shed new light upon this curious subject.

An enormous number of women in ancient Egypt sacrificed themselves to the service of the gods and goddesses in various temples. Commenting on this degraded mockery of worship, Professor Adolf Erman, the leading modern German Egyptologist, writes:

"We scarcely meet with one woman under the New Empire, whether she were married or unmarried, the wife of an ecclesiastic or layman, whether she belonged to the family of a high priest, or to that of an artisan, who was not connected with a temple.

"The institution of singers was remarkable for the singular idea associated with it. The god was in fact regarded as an earthly prince, and the singers who made music in his presence were the beautiful singers, the inmates of the house of women. The singers formed the harem of the god, and they held various degrees of rank as in an earthly harem; certain women of high rank had the honor of bearing the splendid title of 'chief concubine of the god.'

"At the head of the mystical harem at Thebes stood the legitimate consort, called the 'wife of the god,' the 'hand of the god,' or the 'adorer of the god,' and to her house belonged the singers. This lady, usually the queen herself, represented the heavenly consort of Amon, the goddess Mut, and to her therefore belonged special high honors which seem sometimes to have given her a political importance. Later, under the Saites, we find these women nominally rulers of Thebes, and there are many indications that at the beginning of the Eighteenth Dynasty they held a similar position. At public worship their duty was to play the sistrum before the god."

According to another Egyptologist the women engaged in the service of the gods were called the "neter hem" the divine wife; the "neter tut," the divine handmaid; the "qema," or singers, and the "ahi," or sistrum players.

It is plain that being in the service of the god meant also being in the service of the priests and of the worshippers who approached the god.

It was a universal practise, according to Erman, for "The most beautiful and distinguished maidens to be nominally consecrated to the god Amon for an entire month, when they may bestow their favors upon whomsoever they please and that thereafter mourning is made for her, and then she is given in marriage."

The permanent priestesses, like those whose bodies have been found at Sawana, formed a special caste. They were set aside for life to the service of the god or goddess, and after death they rested side by side in their special cemetery. Life did not end here for them, but after death came life. According to the "Book of the Dead" the temple women were summoned before the forty-two judges, who examined them carefully, each one asking a different question bearing upon their performance of their duties while on earth. Then they passed on to Osiris, the final judge, and, if he found them worthy, they were admitted into the Egyptian heaven, but if he discarded them, they were thrown to the horrible hippopotamus-like god, who devoured them for eternity.

The priestesses buried at Sawana were expected to pass the judgment successfully, for they were provided with all the things deemed necessary to the soul after death.

One of the most notable features of the bodies found in this cemetery was the arrangement of the hair. Judging from pictures and statues of the women, this mode of arranging the hair was one of the badges of office, and it was jealously preserved, even in death, so that the departed might be recognized as what she was, even when she came before Osiris and the judges to learn her eternal fate.

Season's End Gowns

PHOTOS BY CAMPBELL STUDIOS NY

An Afternoon Gown That Is Popular at the Dansante

A Model That Shows the Short Coat Effect That Is Seeking Favor in the Spring Modes

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles for well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.

By Lady Duff-Gordon

("LUCILE")

ONCE they were called "Between Seasons Gowns," or "Help Out Dresses." Now we have adopted the more expressive term, "Season's End Gowns."

In that wavering boundary line between Winter and Spring it is unwise to discard the heavier fabrics worn in bleaker seasons. Yet the desire to introduce the lighter note of the balmier portion of the year is strong. For the extra gown or two that will relieve the "shabby feeling" that comes to us as we survey our wardrobes in March we should choose something that will provide warmth and yet will give a diaphanous effect to our attire.

Such a compromise effect is secured by veiling a substantial silk in voile or chiffon cloth, in crepe or chiffon. The windows of the smart shops show a bewildering and beautiful array of such gowns at the moment. They combine beauty with utility.

In colors the season's end gowns lean rather toward the tints of early Spring flowers than the hues of Winter clouds. While the fabrics are substantial enough for prudent warmth, the colors contain the promise of the glory of Summer.

A new and very appealing color combination is that of yellow and blue. Rich shades of blue crepe or voile veil a silk foundation of deep yellow. The yellow reappears in bands and collar and cuffs of the yellow satin. We see yellow satin covered with smoke colored veiling. It is as though a light smoke cloud were lifting above a bed of yellow daffodils. Or, more literally speaking, taupe crepe covers a lining of gold colored silk or satin.

I saw a dark brown costume of the shade that has a certain racial allusion. It was built of the brown net over satin of the same shade. The net was arranged in folds at the square neck and the belt line. The high square neck and a girdle were of the satin. At the waist line in front was set in a square of rich embroidery in orange colored silk upon the brown satin. Simple as it sounds, it was rarely beautiful.

It is possible that as the season advances the pastel shades that are favorites in Spring may appear in the modes. But between seasons it is clearly evident that preference is for the rich shades. Even in the linen suits that are offered for Southern wear the colors are the warmest, and yellow is a leading favorite.

On this page are shown two attractive examples of end of the season gowns. Assuredly they will save their wearers from the charge of looking shabby, even in the season when hems begin to look faded and seams take on a slight sheen, and trimming that was the fine flowering of a costume while it was new looks crushed and dejected.

The larger figure displays to advantage the use of net over silk. Both the foundation and the veiling are scant, confirming the theory that skirts will be narrower. That they will be longer is a truth in welcome evidence. The bodice is draped in coat effect. The short, straight panels from the shoulders in front and ending at the waist line lend the semblance of a coat to the drapery of the bodice. The sleeves are of the bell shape that prevailed during the Winter.

The smaller picture is one of an afternoon costume in simpler design. Nevertheless, it is extremely effective, being especially pleasing to those whose taste tends toward severe simplicity.

New Premises of Arts & Crafts, Ltd.

Messrs. Arts and Crafts, Ltd., the well-known furnishers and decorators, removed from the old premises in Nanking Road to their magificent new building at No. 43 Bubbling Well Road in January last, and have since been engaged in making the premises resemble what justly might be called "The Complete Home." Their new showrooms have now been opened, and are replete with exhibits of the very latest and most artistic furnishings and decorations, which compare, both in workmanship and design, with anything made in Europe or America.

The new building occupies a very prominent position at the corner of Park Road, opposite the Race Course, and was specially constructed for the requirements of the business. The whole of the extensive space comprised by the top floor and ground floor, is filled with the choicest wares, and special rooms, consisting of a bedroom, dining room, drawing room, reception room, etc. have been tastefully fitted and decorated.

The feature of the building is, of course, the window displays. One cannot help admiring the special quality of Axminster carpets displayed. These are exclusively made for the company, and their equal cannot be found in the East. They are woven in squares, the chief points being the delicate coloring and shading. There are also two arm cha s of the Louis XVI period, covered wit tapestry of the same period's design. Among other furnishing goods on display, of which Messrs. Arts and Crafts are the originators in style and decoration, must be mentioned picture frames, screens and mirror frames (especially imported from Paris, in the Louis XVI and XV styles). The windows have been fitted at great expense, and are equal to any display in the West End of London. The side windows will show ladies' dress materials, famed because they bear the name of the well-known firm of Liber y. Other parts are devoted to bric-a-brac, old and rare curios, specimens of Doulton ware, and the cream of the potter's art.

The special dining room suites on view are manufactured from the best inlaid oak, complete with all furnishings, and carpets from Chinese Turkestan. The most delicate and skilful workmanship is seen in the powdered glass on the screens. Other furniture is of various periods, such as Louis XVI and XV, Elizabethan, Jacobean, Queen Anne, Sheraton, Chippendale, etc. In bedsteads, especially, the company does an extensive business. They are very cheap, and the special showroom contains many models, at all prices, in brass, white enamel, and wood.

Amongst other special features to be found in the showrooms are fine cabinets containing prints, pictures, photogravures, etchings, India prints, etc. There are also a number of Raphael Tuck's famous reproductions of continental paintings. In the exhibition drawing room is the Nautilus stove, specially designed for giving great heat. The dining room, incomplete as yet, will be either in the Jacobean or Elizabethan style.

The soft goods department is a most extensive one, and is well worthy of inspection. The company have received a shipment of 30,000 yards of wall paper, and they hold the agencies for Tynecastle relief papers. They are also agents for Orme and Son's billiard tables and Colman's revolving doors.

The whole of the staff is composed of men who know the furnishing business in its minutest details, and have been connected with high-class establishments at home. More men are wanted, as the staff is still not sufficient, but owing to the war, it is impossible to secure additional skilled assistance at present. Arts and Crafts is the only concern of its kind in the Far East, and has established for itself, during the past eight years, a reputation as being the foremost decorative supply company in China.

It should be mentioned that the company have two factories, employing a large number of skilled artisans, under expert foreign supervision.

Gorizia Under Fire

A Graphic Picture of War Ridden City on the Isonzo

By Perceval Gibbon

Gorizia is a city upon a battlefield, since all fighting upon the Isonzo is in a certain sense a struggle for possession of the city and its bridges.

The flavor of war is never absent from the gashed streets, where shuttered house fronts show the scars of the daily shrapnel fire with which the Austrians search the roads and Piazza. From the center of the town to the front line, where coil in bewildering complication galleries, tunnels and terraces upon the rampart hills to the eastward, is no more than a short walk. One may sit in a cafe on the Franz Josef boulevard, formerly sacred to the Austrian officer caste, and hear each detail of the day long duels as battery engages battery across the smiling water meadows, and the air becomes sibilant with the traffic of shells, or upon the Piazza del Duomo may see the sparse current of wayfarers suddenly break and dive into doors for shelter as the growing whine signals the approach of a shell, bursting viciously between the houses above the pavement.

On Friday afternoon, after arrival here, I saw from the front line on the hills to the eastward of the town that daily aimless persecution of two or three thousand old men, women and children of the original Austrian population yet remaining. I saw, likewise active Italian retaliation, as battery after battery around the town toned up.

It seemed for a while as if the copious Italian fire had smothered the Austrian fire, but soon after nightfall Gorizia heard the gunfire resume mightily, and in the cellars where they slept the war-weary people were made aware by the volume of far extending sound that Thursday's ritual artillery fire had developed into a battle.

The town of Gorizia extends from the suburb of Sakcano on the north, where the river emerges from a steepside valley between high hills, to the suburbs San Andrea and San Pietro, on the south and south east respectively. The western edge follows the high river bank on the eastern side, paralleled by a ride of hills standing abruptly from the plain, southernmost being San Marco, a long saddle with the highest point on the southern extremity, the northernmost San Caterina.

The Austrian line upon these hills extended about 6,000 yards.

The trench system on both sides have been elaborately developed during the late quiet months, the opposite positions sometimes approaching within half a dozen yards, the parapets seemingly separated only by impassable cocoon wire and iron caltrops colored brilliant red with rust. This most uncomfortable proximity, and the fact that the Italians are working incessantly has affected the Austrian nerves.

All prisoners brought in come with the impression that the Italians are preparing something from dable—hence on Friday night there began a tremendous bombardment of the Italian positions from Caterina to the sober hills south of San Marco a preliminary attack, the main purpose of which was apparently a reconnaissance.

The bombardment began between 10 o'clock and 11, with a standing barrage on the Italian front lines with shells of all calibers—from field guns to mighty exotic cannon up to 12 inch howitzers, to which the Italians replied.

The bombardment in this country has a different effect on the spectator from a similar bombardment on the rolling plains of the Somme. Here the valleys are trumpets gathering and magnifying the sound. The hill sides are sounding-boards and the mountain-ringed plain is a noise trap where the vastness of the sound accumulates and seems to stand stagnant like still water.

Gun flashes and shell bursts make black profile pictures of the crests and shoulders of the mountains. The whole thing has the awful quality of a natural cataclysm—earthquake and eclipse.

If anywhere the scenery of the battle drama could dwarf the tragedy it is here. Add to it the pauseless reverberation of great guns, the high, insane howl of big shells sailing over, the crackle of shrapnel in the air, the blade of searchlight in the distance slashing at the black sky, and the intimate sense of the darkened town in the background with the crouching population listening breathlessly to the uproar, you have a picture of war as waged on the Isonzo.

Towards 3 in the morning the Austrian attack came over under a hurricane of shrapnel fire, with which the Italians curtained the front on a greater portion of the line. The attack did not reach the parapet, and was cut down by rifle and machine gun fire. The rush of steel helmeted Italians, who spouted from concealed dug-outs underfoot, came pouring along trenches or tumbled in heaps over the tops of the sandbag traverses.

At no single point were the attackers able to take a vantage or consolidate to their own uses any portion of the captured trench. While the Italians cleared the invaded trenches, the guns put a dense barrage over, effectually preventing the Austrians from bringing up supports. There was grisly bomb and bayonet work for a while, till most of the Austrian survivors who were unable to withdraw had surrendered. The figures of prisoners and casualties are yet uncertain, but it appears that neither were numerous, relative to the extent of the operation. The Italian losses were certainly light.

In a few isolated sections of the front line there are still Austrians marooned there by their own barrage fire, and prevented from retiring by the Italian barrage. These are fairly certain to be added shortly to the number of prisoners already taken. The Austrian forces employed in this attack are strangely mixed racially as is usually found to be the case on this front, where the enemy's army is the melting pot of nationalities. Whoever fights Austria requires the services of an accomplished linguist. No other nation furnishes such polyglot detachments of prisoners; a single regiment supplies men speaking half a dozen languages. The only language they have in common is military German, in which the orders are given.

Today the icy "bora" has blown itself out, and the still air and bright sunshine brought out a covey of Austrian aeroplanes on Sunday morning murder excursions over little towns behind the front. While I write I can hear the stutter of anti-aircraft guns plastering the cloudless sky with little wreaths of shrapnel smoke around the assassins, whose favorite battle ground is a crowded village street.

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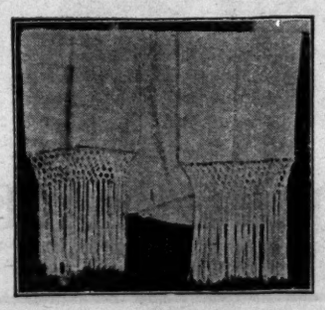

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Where YOUR AUTO GETS the LEAST BUMPS

Just How HUMPS in the ROAD Affect a MOTOR CAR'S RIDING QUALITIES

EVERYBODY knows that the front seat of an automobile is the most pleasant to ride in. The reason probably is that this seat is not raised as high off the ground when the car runs over a stone as is the rear seat. If placed, as it usually is, in large cars about half way between the front and rear axles, the front seat is the place where the smallest bumps are felt, but the greatest in number.

The reason for these facts is easy to see. The rear seat is immediately over the rear axle. When the front wheel rises over an obstruction the rear seat is not raised at all, it being merely tilted backward the fraction of an inch. But when the rear wheels go over the obstruction the rear seat rises just as high in the air as the obstruction is high—hence the miserable jolting in a rear seat. But it must be remembered that, though the rear seat has big jolts, there are only half as many as in either the front seat or the middle seat.

The front seat is not immediately over the front wheels, but is set back some distance. Consequently, when the front wheels go over a stone three inches high the front seat rises, but does not rise three inches. Just how far it rises depends upon how close it is to the front axle, and also how far the rear axle is away. If the seat is one-half the distance from the rear axle it will rise one-half the distance that the front wheel rises, etc. This is about the case in most automobiles.

Now let us see what happens to the front seat when the rear wheels go over the same three-inch obstruction. It will rise again, but not so much as before. As it is only one-half the distance from the front axle it will rise only one-half the distance that the rear seat and wheels rise in this case.

It is plain that a three-inch obstruction, passed over by both wheels, will raise the rear seat once only to a height of three inches, while it will raise the front seat twice, once one-half of three inches and again the same distance. So, though twice as many bumps are received in the front seat, they are not as big as those experienced in the rear seat.

The front seat, being half way between the front and rear axle, receives twice as many bumps as the rear seat, and the same number as the front axle, but it will only rise half as high as either axle. So when our three-inch obstruction is passed over by the front wheels this front seat rises half of three inches, and the same when the rear wheels cross.

All this can be easily proven by taking a board and marking on it the various positions and turning it first about the rear wheel axle as an axis and then about the front axle as an axis. You can actually measure the distance and prove it. A ruler placed on a piece of paper will do for this experiment. All you have to remember is that when the front wheels roll over a stone the rear axle acts as an axis, and when the rear wheels go over the front axle acts as an axis.

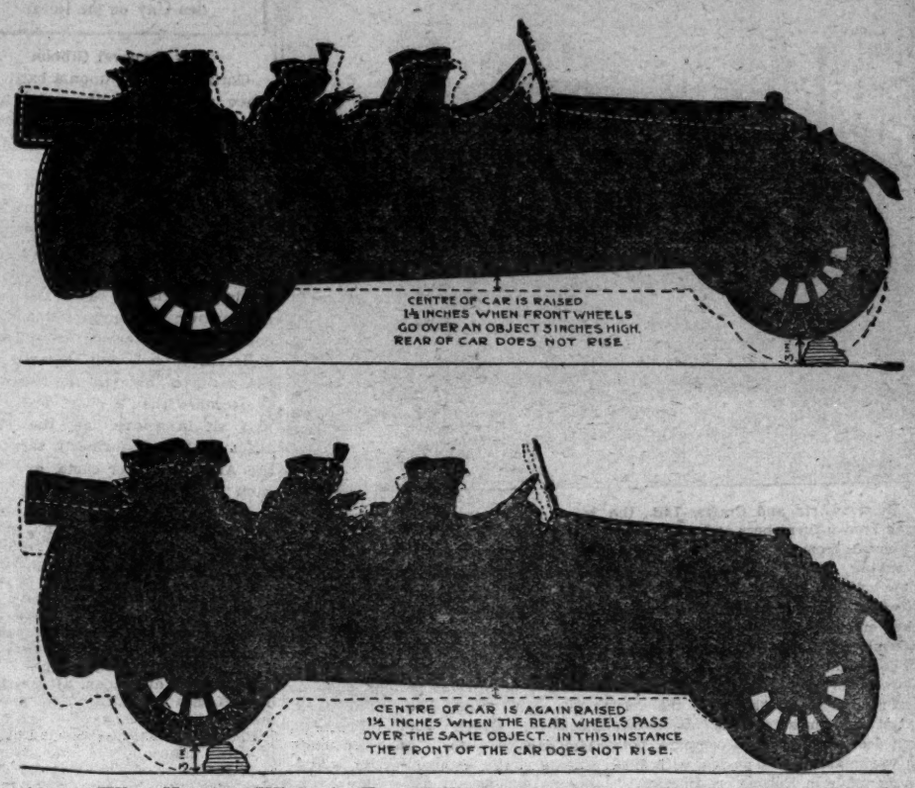
Of course, even though the rear seat does get up in the air, the discomfort may be minimized by soft springs of long period of swing. The thing that is uncomfortable is the sudden jolt and not the long jolt. The actual displacement of the body may be very large if it takes plenty of time to take place.

For instance, if there were no springs under the rear seat, it would rise three inches very suddenly indeed when the rear wheels passed over the three-inch stone—and the force on the occupant would be enormous.

It is a principle of physics that the force necessary to produce a given motion is proportional inversely to the time the force acts. If the springs are so slow that the force acts during ten times as long a time as it takes the car to roll over the stone, the force on the occupant is only one-tenth as much as with no springs at all.

This principle is illustrated in many ways. If you catch a baseball coming fast with your hands held stiff in front of you the time of stopping is very small. The force thus acts only for a short time, but is great. If, however, you draw your hands back while in the process of catching, the time is relatively great and the force relatively small. The same principle is illustrated in a first-baseman's mitt. It is springy and allows time for the ball to come to rest. Rubber heels illustrate the principle also.

The difference in the results you get by dropping your eyeglasses on the carpet and on the sidewalk is another good illustration of this principle. In the former case the force is too small to break the glasses; in the latter case the glasses are broken because the time of stopping is so short.


CENTRE OF CAR IS RAISED 1½ INCHES WHEN FRONT WHEELS GO OVER AN OBJECT 3 INCHES HIGH. REAR OF CAR DOES NOT RISE.
CENTRE OF CAR IS AGAIN RAISED 1½ INCHES WHEN THE REAR WHEELS PASS OVER THE SAME OBJECT. IN THIS INSTANCE THE FRONT OF THE CAR DOES NOT RISE.

Above, What Happens When the Front Wheels of an Automobile Pass Over a Ridge in the Pavement Three Inches High; Below, What Happens When the Rear Wheels Cross the Same Ridge. The Dotted Lines Show the Normal Position of the Car; the Black Outline, Its Position When Passing Over a Hump.

Why WHITE OF EGG Is So BAD FOR BABY

IN some districts a favorite remedy consists in mixing the white of an egg in a quart of water and giving some of this to the child. It is also thought to be strengthening to give children over six months old a little white of egg. This practise is very harmful, and, unless the child has an exceptionally vigorous constitution, can cause serious illness and even death.

The reason why the white of the egg irritates the intestines of infants is somewhat complicated. The white is the albumen of the egg and, as is well known, life cannot be sustained without a daily influx of albumen. But albumen is of many different sorts. Even in the human body there is a great variety of albumen, for the albumen of no two organs is similar. Penetrating still further, scientists found that the albumen of human beings differs, and relationship and heredity may depend upon similarity of the albumen cell.

These differences are so minute and so fine that they cannot be established by chemical reactions, but merely by biochemical reactions.

Now, while we require albumen in order to keep alive, we cannot assimilate foreign albumen, and it is the task of the intestines to denature the albumen which is presented to them for assimilation. In other words, the intestines must divest the albumen which confronts them of its alien nature before allowing it to pass into the blood through the intestinal walls. For this purpose ferments are found in the intestines, which split up the albumen, discard the harmful part and retain and assimilate the useful portions.

The delicate intestines of a baby are entirely unable to cope with this difficult task. The necessary ferments have not yet been developed, and the foreign albumen in consequence merely irritates and injures the delicate intestinal membrane.

Some adults are very sensitive to foreign albumen. An ingenious theory ascribes the origin of hay fever to the presence of alien albumen in the blood, alien albumen which has made its way through the nose right into the blood, instead of first passing through stomach and intestines.

As stated above, no chemical reaction can ascertain just what sort of albumen it has to do with. But the sensitive human organism reacts immediately to such a stimulus. Different individuals are sensitive to different sorts of albumen. One person may not suffer from strawberry albumen, while a second person is made deathly ill by it, and, conversely, the first person may be affected by the albumen of salmon, while the second person can eat salmon with impunity.

Just What the BUSIEST MOTHERS Have to INVEST

PERHAPS you will say at once, "What have I, a busy mother, to invest?" Oh, but you have so much. Time, attention, personality, skill, sympathy and perhaps a little money. If it be the latter commodity, you will spend hours and days in all probability considering how best to invest it before you embark upon a venture. If, by chance, the investment proves a failure, you will pull what you can from the wreck and begin again.

You can do that with money, but you can't with time. Then why not consider carefully how you will invest your time? It is a much more inspiring, interesting occupation than worrying. The first is constructive, the latter destructive both to initiative and will power.

Make a list of the occupations in which you invest time. Figure out what returns they bring in spiritual, artistic and material benefit, remembering always that the person who lives "by bread alone" is not a particularly inspiring party either in a home or a community.

Suppose you divide your activities under these heads: Home-making, which includes everything a wife and mother ought to do and be; inspirational, reading, church, arts, music; amusements; communal, under which head may be included all the ways in which you help others, from giving your postman a cup of hot coffee on a bitter morning to working for the bereaved, the impoverished and the wounded across the water.

"If I only had time!"

How often you hear that phrase—how many, many times you have used it yourself—and yet you have all the time there is, twenty-four hours in a day, 365 days in the year and presumably any number of years. It is a question then, is it not, of the way you invest time rather than the amount you have?

Scrutinize that amusement item carefully. Do you really get much profit, fun or entertainment from the hours you spend shuffling bits of pasteboard? You answer at once, "Cards train the mind to concentrate." Agreed, but try learning a verse of poetry, a perfectly turned phrase, a bit of philosophy from one of the great writers. As a training in concentration it is quite the equal of sard-playing, and think of the riches you can accumulate in a short time! Memory stores are wonderful props in time of worry or anxiety, and you will admit that recalling the rules of bridge and auction couldn't possibly have the comforting and inspiring effect of a bit of beautiful verse.

If it is the sociability of card clubs which appeals, try organizing the self-same group of women into a history class. Each member can take her turn at leading, and the other members may contribute to the subject as they sew or knit. The discussion will sharpen your mind, broaden your outlook, and you will have a fund of interesting facts with which to interest and stimulate the family at dinner. Try it. The study of history—English, American, and especially French—for romance and thrills has fiction licked to a frazzle.

When you become a scientific investor of time you won't allow people to consume it. You won't spend hours in a week talking over the weaknesses and faults of the other members of your community—you will have found too many topics of live, absorbing interest to know whether Mrs. A. is extravagant, whether Mrs. B. is receiving attention from Mr. A., or if Mrs. C. is spoiling her children. Not only that, but your outlook will have grown so broad that there will be no temptation to set yourself in judgment over others.

Do you remember what Balzac says? "Behind every human action there lies a labyrinth of determining causes of which God reserves to Himself the right of final judgment."

The next time the phrase, "If I only had the time," springs to your lips, don't let it escape! Bite it off, strangle it, swallow it. Open your mental investment ledger and figure up.

What the SUN Does to BLOOD

THERE is a striking analogy between the beneficial effects of sunlight and air upon plants and upon human beings.

One of the principal requisites for our physical welfare is haemoglobin, the coloring matter of the blood. Sun bathing and outdoor life are the best means of making it.

Physiologists tell us that the haemoglobin of the blood is to the human body what chlorophyl is to the plant—just as the growth is facilitated in the body by sunlight just so the growth of the green chlorophyl in the plant is facilitated.

Miners who work underground become pale. Flowers that grow in dark places have little color and the leaves are pale. Human beings and animals are affected in much the same way for want of sunlight, excepting those that by nature are adapted to this life.

The sunlight does more than tan the surface of the skin. The coloring matter is formed and developed deeper in. The sun's rays strike down and the effect penetrates perhaps for an inch or two into the soft tissues, so that the influence of the sun is felt on the interior of the body as well as on the exterior.

STRAIGHT LINES Are NOT Always SHORTEST

ONE of the axioms of Euclid's Geometry tells us that the shortest distance between two points is a straight line, and the fact is so self-evident, even to the unmathematical intellect, that no comment upon it is necessary.

If we take an atlas and draw a straight line between any two points on the map we have nevertheless not indicated the shortest distance. This is so because the surface of the earth is spherical, and the curvature of the earth's surface must be taken into consideration in computing the shortest distance, so that Euclid's axiom does not apply in this case. In fact, the straight line indicates not only not the shortest distance, but the longest distance, unless the two points be connected by angles or ellipses.

Navigators have long since recognized this fact, and the charts used at sea are drawn accordingly—that is, they make allowance for the curved surface of the earth. By following the direction in which they know the port for which they are making lies, they know that they are taking the shortest route.

The truth of this may be illustrated in the following way: If a hollow rubber ball is taken and two points marked upon it, which are then connected with a pencil mark, the pencil taking the straight route that leads from one point to the other, we have the route which a miniature navigator would follow, if the rubber ball were a lilliputian world.

If, however, we cut this rubber ball open, and flatten it out, to obtain a flat map of these two points, we will see at a glance that, on a flat surface, the route which was shortest on the spherical surface has become a roundabout way, a curve, and that the straight line with which we now connect the two points is by no means identical with the erstwhile shortest route.

The straight line connecting the points on a flat surface is called the loxodrome; the straight line which connects the two points on the spherical surface—which shows as a curved line when seen on the flattened out surface—is called the orthodrome. The further away the two points are situated from the poles, the greater is the difference between loxodrome and orthodrome; the nearer to the equator the less are they at variance; upon the equator there is no difference. Here only they coincide.

As a tangible example let us take the distance between the Cape of Good Hope, in Africa, and Cape Otway, the southeastern point of Australia. The difference between loxodrome and orthodrome is here very great. The loxodrome traverses 6,020 sea miles, the orthodrome 5,448 sea miles, making a difference of 572 sea miles.

Nevertheless navigators do not actually take the route of the orthodrome, as it is impracticable in this case, because it would bring the ship too near the great ice wall of the Southern Pole.

Why We CAN'T AFFORD to Go BAREFOOTED

AN argument very frequently advanced to justify radical changes in our present mode of living is the hackneyed reference to customs in animal life, or that of our primeval ancestors. "The animals do it; why shouldn't it be natural, for we are all animals?" is the usual way of presenting it.

The casting aside of many of our modern articles of clothing would be a great advantage to the human race in the course of a few generations, but certain reversions to antiquity sometimes recommended are dangerous or impossible. The most notable of these relates to discarding shoes and advocates bare feet.

The bare-foot theory has much to recommend it. Modern shoes are a practical abuse of the feet and choke off the elimination of the body poisons. Yet that the shoes and stockings cannot be entirely discarded has recently been proven by medical observation of the condition of the natives' feet in the Island of Haiti, in the West Indies.

Of the three million inhabitants of this island, there are probably not more than a few thousand who wear shoes or stockings. The population is so poor and degraded, the laborer's daily wage so low, that such articles of dress as a pair of shoes are looked upon as a rich man's supreme luxury. As a result of such a state of affairs, the feet of the majority of the natives are diseased and in frightful condition. In this regard it is worthy of note that most of the population are of the African race; not accustomed to shoes as the Caucasian races have been.

Military surgeons of the United States forces in Haiti are taking particular interest in the foot diseases rampant in this island. It has been found that the natives who can afford to wear shoes or even rude carpet slippers have ordinarily normal feet, but those who have never worn shoes present appalling cases of Raynaud's disease, which is a gangrenous condition of the toes and foot extremities.

Tropical ulcers of the lower leg and even on the heel and ball of the foot are so common as to receive little or no attention. The victims limp through a miserable existence, spreading infections to others who tread the same ground barefoot, and eventually die of the malady. Leprous sores thrive about the toes, and necrosis, or local death to the extremities, is most common. In many cases one finds only traces of toes where the foot is being worn or eaten away.

In addition to the above maladies, hook-worm and elephantiasis of the lower extremities are directly introduced from infected soil through the feet.

There could be no more vivid example than this of what sudden reversion "back to Nature" might accomplish in physical disaster through the barefoot theory.

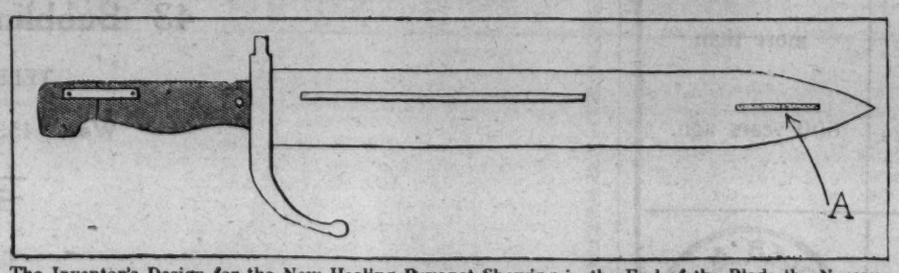
BAYONETS That HEAL the WOUNDS THEY MAKE

A BAYONET that carries in its blade the remedies necessary to render the wounds it makes painless and also to heal them is the innovation of Alexander Foster Humphrey, a Pittsburgh scientist.

In the end of the blade of the bayonet Mr. Humphrey has devised is a narrow channel or grove. This groove is not so large as to lessen the strength or usefulness of the blade, but it is large enough to hold a capsule containing a mixture of anesthetics, antiseptics and gelatin.

According to Mr. Humphrey's idea when the bayonet is plunged into a soldier the heat of the body will melt the capsule and release its healing contents.

The anaesthetic the capsule contains will be sufficient to deaden the wounded man's pain without making him entirely lose consciousness. The anaesthetic will prevent infection and help heal the wound. The gelatin serves a double purpose—it helps hold the healing mixture in the groove, and also ducks the flow of blood.



The Inventor's Design for the New Healing Bayonet Showing in the End of the Blade the Narrow Groove (A) in Which Will Be Placed a Compound Containing Anaesthetics to Deaden the Pain of the Wound and Antispetics to Help Heal It and Gelatine to Check the Bleeding.

Motor Car and Motor Boat Section of The China Press, Sunday, April 22, 1917

AUTOMOBILES

SHANGHAI, SUNDAY, APRIL 22, 1917

HOW THE BUICK MADE GOOD IN SWITZERLAND

Agent in Geneva, in Report To Detroit Eulogises Car In Every Way

The agent of the General Motors Export Co., in Geneva, makes the following report regarding the Buick Car:

I know enough today of the six-cylinder Buick authorise the expression of my appreciation upon the said car and to make known to you some considerations purely objective in regard to the adaptation of the mechanism in general to special conditions of Switzerland.

The trials that I have made in Switzerland with your model DX-45 gave me real satisfaction. I should have preferred however to have been able to make these trials during the hot months such as July and August. I can nevertheless state that the general performance of the car was very good compared to that of other makes which are well known and highly esteemed in Switzerland.

The motor has always worked admirably supple, silent, powerful, picking up very well or slowing down agreeably, such are the proofs that I could make. On account of the actual situation, the Swiss automobilist is forced to use benzol instead of gasoline, but it goes perfectly in your carburetor after having been slighly adjusted. The carburetor is good and very easy to regulate.

In a very mountainous country such as ours, where the climbs of 10, 20 and 30 kilometers with an average grade of 6% to 7% frequent, the car has a tendency to heat. I am convinced that, if the trials had been made in the months of July and August, the cooling would not have been sufficient, and that it would have become necessary in a long climb to renew the water once or twice. This inconvenience does not exist with many other cars used here, such as Piccard Pictet & Co., Martiny, Fiat, etc. that make all of these grades in the hottest weather without ever making the water boil in the radiator. It will be necessary to study this question very closely and, according to my opinion, to replace the present fan by another having a stronger seccion there.

The water pump has a sufficient output; there is no necessity of changing it. The consumption of essence is normal and even economical. The lubrication is regular; for long and steady runs it is advisable to oil more abundantly, keeping the gauge a little high.

The Steering gear is agreeable and good. The clutch is soft and quiet and very easily handled. The change of speeds is well studied out and works very simply; these speeds are perfectly convenient for our country. The rear axle is silent and gives full satisfaction.

The Brakes are efficient and easy. However, the metal envelope for the ribbons, tape, bands or packing is not resistant enough for prolonged brakes. Here in Switzerland we have obtained the best results with a composition of asbestos and copper wire, mark—Raydo-or-Thermoid—above all on account of its incombustibility.

The Body is good. The Lighting and Electric Starter are entirely satisfactory.

Generally speaking you see that the criticisms that one can make upon the car are of small importance, and I am persuaded that the Buick will be very much appreciated in Switzerland, and in a few years it will be in general use and very popular in our country.

I have been in the automobile business fifteen years, in the course of which I have been called upon to drive and try a quantity of different makes, and I am very much pleased with the choice that I have made in taking the representation of the Buick.

LUXURY

Conceptions of affluence vary a lot,
To one man it's victuals and drink.
Another man dreams off a sea-going yacht,
With a music room furnished in pink;
To women it often means gems by the peck;
But affluence spells—to my brain—
A car where you sit on the back of your neck.

Consult Him Tomorrow

Mr. Frank Raes, Buick Expert

Mr. Frank Raes, special service representative of the General Motors Export Co., manufacturers of the world-famed Buick car, has arrived in Shanghai, and for the next six months will make his headquarters at the Honigsberg Garage in Bubbling Well Road.

Mr. Raes is touring the Far East in the interests of the Buick Co., and will make the above-mentioned long stay in Shanghai in order to assist Mr. Honigsberg, agent for the Buick car, in properly introducing it to the Shanghai motoring public.

Twenty years' experience in connection with all types of motor cars is a fine record for anyone, and the Honigsberg Company are fortunate in having on the spot such an expert mechanic, possessing a thorough knowledge of his profession, ready to give advice to everybody, and afford information regarding anything and everything apperta'ning to motors. No matter what an owner may want to know about his car—consumption of gasoline, the making good of defects, the question of adjustments, etc., Mr. Raes can put him right.

Commencing work at a very early age, Mr. Raes has gone through the automobile industry step by step, and has made a name for himself in experimental work. He has been connected at one time or another with the makers of many of the best known cars in the United States, including the Cadillac and Hudson Companies. He spent nearly three years with the Dayton Electric Laboratories Co., who manufacture the well-known Delco carburetor and engines, which are used exclusively in Buick cars.

Mr. Raes has spent six weeks in Japan, a week in Hongkong and a week in Manila, from which port he arrived a few days ago. After completing his work here, he will tour through the Straits Settlements, Java, India, and other countries in the interests of his company.

AUTOISTS, HEED WARNING SOUND; MEANS TROUBLE

The S. O. S. signals of the motor are the sounds known as "knocks and pounds," and they should be heeded at once or serious and costly damage will probably result.

There is no generally accepted distinction between these two kinds of abnormal sounds which an ailing motor may give out, but the term knock is usually applied to the somewhat sharp, clanking noise which is produced when metallic parts are abnormally stressed, but have no substantial looseness or play between them.

Little, if any, jar of the car as a whole accompanies these knockings. The term "pound" is usually applied to the much more resonant and more blowlike sound, which results from loose parts striking together, and which is commonly accompanied by a distinct jar. According to these definitions, a knock may occur in a motor which is in perfect mechanical condition, with none of its parts loose from wear or faulty adjustment.

The knock is most commonly caused by too early ignition of the charge, due to the spark occurring too early, or by the premature ignition due to carbon deposits, too high compression, or overheating of the piston.

A pound, on the other hand, occurs only in a motor which is in imperfect mechanical condition.

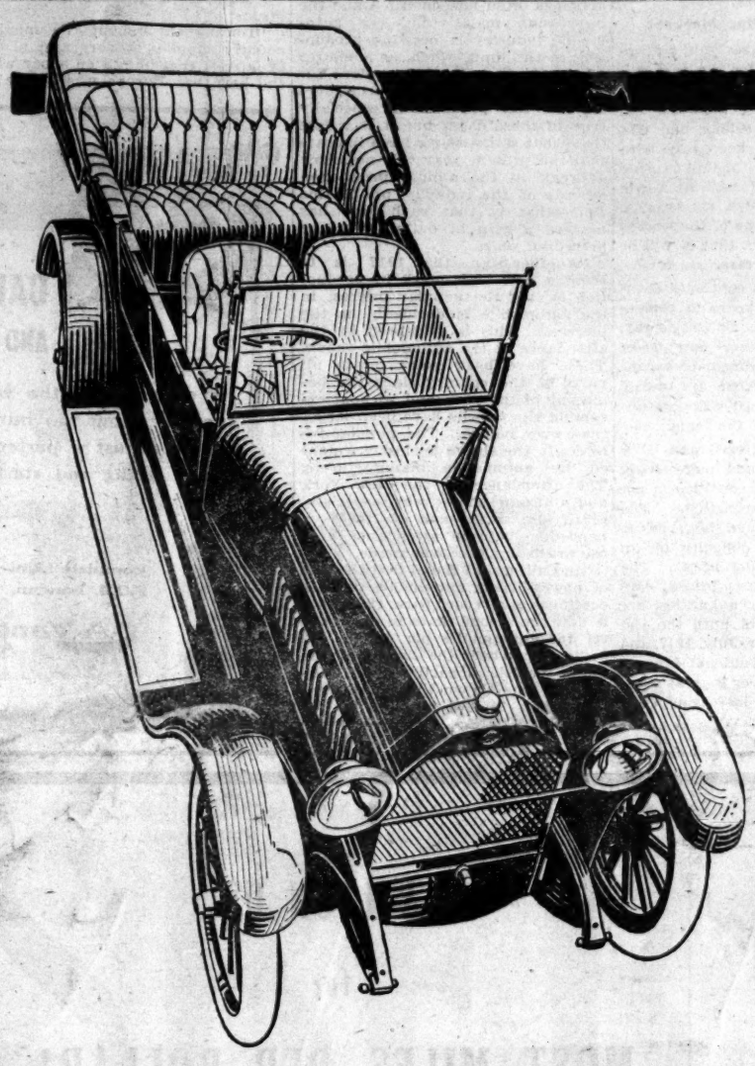
Large Demand For Cars

"There is every indication that the opening of spring will find many prospective purchasers unable to secure prompt deliveries of high class cars," said H. H. Hills, assistant general manager of the Packard Motor Car Company. "Many persons are anticipating this condition and placing their orders well in advance of immediate requirements.

"The remarkable prosperity which the country has enjoyed during the past two years has of course largely widened the market. The accumulation of large profits in times of industrial expansion especially stimulates the buying of such articles as fashionable motor carriages.

"The Packard Company largely increased its production for the current season but an unusually large winter business has already absorbed practically all of the additional output. We are entering the period of greatest demand with less cars coming through the factory than we expected. We anticipated that storage facilities might be necessary to take care of a natural accumulation of cars this winter but we have had no cars for storage except when abnormal traffic conditions made it impossible to secure freight cars. And the usual Spring demand is already in evidence.

"We ourselves were not fully aware of the situation until we had an opportunity to study the detailed reports of the Carriage Sales Board, representing the principal Packard dealerships, which met recently at the factory. A summary of these reports indicates that within a few weeks many of our dealers will have difficulty in meeting demands for quick deliveries. And although our line takes in twenty styles of motor carriages, certain types have proved so popular that the choice will undoubtedly be greatly restricted long before the spring buying demand is satisfied."



Studebaker

The New Studebaker Motor Cars for 1917

REGARDLESS of the reputation for superior quality and service enjoyed by the over 250,000 Studebaker motor cars now in use the world over, the built-in value, the sturdiness and distinction of the line was never more convincingly presented than in the new Studebaker motor cars for 1917.

Sufficient evidence of this is found in the equipment of any Studebaker car which includes such features as the famous Studebaker engine, known throughout the world for its remarkable flexibility and hill climbing ability; the reenforced rear-axle construction that absorbs all road shocks and insures safety and comfort at all times; ample room and real comfort for five grown people and auxiliary arm chairs in the tonneau for two extra passengers, that slide under the rear seat when not in use; high tension magneto ignition; and the most accessible chassis throughout of any motor car built.

A printed description does not do justice to the line. You must see these new Studebakers now on display in our showrooms in order to appreciate the exceptional value they possess—the luxury and distinction of appointments and appearance that make Studebaker cars the preferred types among people of refinement and discrimination.

Equipment includes electric lights, electric starter, high tension magneto, Yale lock on dash, Blackmore curtain opener, Khaki hood with leather edge and Khaki envelope, self-ventilating, rain-vision wind screen, individual robe hangers, straight-grained, semi-glazed, genuine leather upholstery, electric signal horn, extra rim, and complete set of tools.

Six Cylinder Taels 2150

All Studebaker motor cars for the overseas market are manufactured at the Canadian Studebaker factory at Walkerville, Ontario.

SOLE AGENTS:

H. S. Honigsberg & Co., Inc.

who will continue to handle, as before, this well-known car.

62% of all FEDERAL SALES are Repeat Orders

"Another "FEDERAL."

This is the best proof of FEDERAL quality when motor lorries perform their duties with satisfaction they receive praise from their owners.

FEDERAL Lorries are paid the highest tribute possible by their owners when they say "Another FEDERAL, please."

It will pay you to use FEDERALS.

FEDERAL MOTOR TRUCK COMPANY

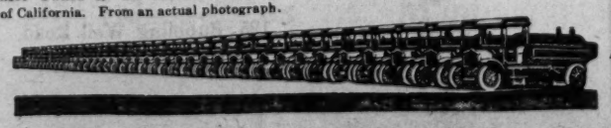
A Company of great financial strength and stability.

DETROIT, MICHIGAN
U. S. A.

Export Department
18 Broadway New York City, U. S. A.
Cable Address: Lockwood, New York

Awarded the Only Gold Medal at the Panama-Pacific Exposition.

Here is a Representative FEDERAL fleet—Owned by the Associated Oil Co. of California. From an actual photograph.



HALF OF MOTORS IN USE ARE RUN FOR BUSINESS PURPOSES

Auto Buying Prospects of United States Number Only Seven Millions

So much has been written relative to the development of the motor car industry and so many prophecies have been ventured without proper consideration of vital and controlling factors, that a clear and simple analysis of the subject may serve to dissipate much of the unfounded conjecture.

The automobile market is divided into two broad fields. First the rural class, which includes all persons engaged in farming and others in various businesses who live in towns of less than 500 population. Second, the urban class, which comprise all persons in any but farming pursuits, who live in towns of 500 or more population.

In the rural or farming market, there are 6,500,000 families. One million of these now own motor cars and one and one-half million are poor, illiterate, or negroes, who for the purpose of this study may be excluded from the prospective buying class. There remain, then, 4,000,000 farm families who are possible automobile buyers.

In the urban class, covered by 11,000 towns and cities of more than 500 population, there are about 5,000,000 home owners, of which number only 2,000,000 now own cars. Accordingly, there remain 2,000,000 prospective buyers in this class, or a total actual unsold market, in both rural and urban classes, of 7,000,000 possible automobile buyers.

Reorder Market for 1917 Is 600,000

The accepted average life of an automobile is about five years in the hands of the original owners; and as the man who once owns a car will not thereafter be without one, we must include the reorder market, which in the calendar year of 1917 will be about 600,000, this being 20 per cent of the 3,000,000 now in use.

For the year 1917, therefore, the automobile business will face a market of about 7,600,000 possible buyers. Not more than 1,600,000 cars will be built in the coming year, leaving a possible excess market of 6,000,000 buyers at the beginning of 1918.

These figures are decidedly conservative because they take no consideration of (1) any export outlet, (2) the people who have or will have two or more machines, (3) increased population, (4) increased prosperity, (5) a million or more town and city families who do not own the homes in which they live, but are well able to buy and maintain a motor car, (6) the business houses, retail and wholesale merchants who use thousands of roadsters for salesmen, and many thousands more for delivery cars (regular automobile chassis with commercial body), (7) taxicabs and other cars for public hire.

Half of Cars Used For Business

An important and noteworthy fact is vouched for by the editorial department of Automobile Topics, a well known trade authority, which has been making a careful analysis of the comparative nature of automobile service. They state that of the 3,000,000 motor cars of all kinds in service in the United States today, they can conservatively say from their investigation that more than one-half of the mileage of the 3,000,000 cars is used for business purposes. Literally, this means that of the 3,000,000 automobiles running in this country today one-half, or 1,500,000, are used for business purposes. This leaves only one and a half million in use for pleasure or social transportation purposes.

In considering the 1,500,000 automobiles in use today, which may legitimately be classed as "pleasure cars," an important fact should be borne in mind, namely, the so-called pleasure car of today has a distinct economic use, it being only reasonable to deduce that the time and money spent in motoring for pleasure or social intercourse almost invariably takes the place of some other form of expenditure of less actual economic value. Motoring is a pleasure that makes for broader vision, saner and more helpful diversions, and a more sympathetic social life. A nation without its sane pleasures is hopeless. Therefore it is far from logical to consider the so-called pleasure car of today as an added luxury.

No Danger Of Glutting Market

If production increases at the average rate maintained for the past five years—which is unlikely, due to greater manufacturing problems and to inability of the selling and distributive branches to keep pace with greatly augmented manufacturing volume—the point of saturation will not be reached for five, six or even seven years. And some of the leaders in the industry predict that it will be a matter of 10 or 12 years.

All signs point to a continued development for several years to come—for just how long it is difficult to say, but as in many other new fields, limitations and curtailment of expansion, arbitrarily predicted, are merely evidences of a shortened vision or unfamiliarity with all of the facts.

It is true that materials and labor are more expensive and increasingly hard to secure. This condition is not serious nor is it likely to be. The makers of medium and high priced cars overcome the difficulty by an advance in their selling prices. The manufacturers of low priced cars build in much greater quantities, are protected by contracts until the end of the automobile year, July, 1917, and are able to absorb additional expense by spreading it out over a great number of units and by increasing their manufacturing efficiency.

DEMAND SHOWS 1917 IS THE BEST YEAR FOR CARS

U. S. Production This Year Ahead of Similar Period in 1916. Auto Shows

Although handicapped by the shortage of freight cars, which affects both the delivery of raw material to the factories and the distribution of the finished product, the automobile industry shows a gain in production in 1917 over the corresponding period last year. Figures on distribution for the month of February were available at the National Automobile Chamber of Commerce last week, and they revealed an advance over February, 1916, which broke all previous records for February production.

Regarding the prospects for the present year, Alfred Reeves, General Manager of the National Automobile Chamber of Commerce, who has just returned from a trip to California, said:

"We have decided not to give out any figures at this time, as such action is often misconstrued and the impression made that the automobile industry is pressing production to the limit, when, as a matter of fact, in no industry are plans for the future more carefully considered, and this prudence is especially true of these days; but it is a fact that what statistics we have indicate that the present year will not show a break in the annual production records of the industry up to this time—that is, that each year has marked a gain in output over the preceding year.

"Another sign that 1917 is to score a new high mark in production is that the popular interest in the automobile is decidedly on the increase. This is evidenced by the attendance at the automobile shows. These have been going on in all parts of the country since the beginning of the year, and without exception the crowds have been larger than ever before. The popular interest in the shows is closely watched by automobile manufacturers. The attendance at the New York and Chicago shows was especially gratifying, as in each of these a handsome gain in attendance over the preceding year was made.

"In California I found that the sale of power-driven automobile vehicles continues at a record pace. California is now the second State in the country for automobiles per capita.

"In going over the figures of the motor vehicle department of California I was shown that there were more than 200,000 automobiles registered in California, which is one for every fifteen persons in the State. Of course, it must be understood that many registered cars are owned by visitors, but they would not change the figure to any marked degree. The figures are only exceeded by the State of Iowa, where, because of the great number of farmers who must have motor cars, the figures are one car for every eleven persons.

"In Los Angeles County there are more cars than in any other county in the country, and, judging by the traffic conditions in the Los Angeles, it has more cars per mile of street than New York or any other city. At least that's the impression one gets when riding through the business district.

"The Los Angeles Dealers' Association, which is the largest dealer association in the country, reports that trade is increasing and will continue to increase in proportion to the increased road mileage of the State, coupled with the continued good service supplied by motor cars. California this year has appropriated $15,000,000, which, added to the present mileage, will even further enhance the present ideal touring conditions with not alone roads but scenery and an unrivaled hospitality among the hotels, which is a joy to the motorists and sets an example for some of our Eastern hotel keepers.

"Touring throughout the mission country supplies scenery and places of interest that puts it on a par with the best that Europe was ever able to offer. In the north-west district they have the wonderful Columbia River Highway built along cliffs skirting the Columbia River, while Washington is putting its time in on the improvement of the Pacific Coast Highway, by which an ideal tour can be taken from Seattle down to San Diego.

"California is more crowded with tourists this year than ever before in its history, and automobile touring was at its zenith when I left. The trips include not alone Southern California but all the Pacific Coast States.

"The San Francisco Automobile show was a great success, not alone in attendance and the business done but from a beauty point of view, as the Dealers' Association spent a substantial sum to decorate the building, which, by the way, was built by the city for convention purposes."

THOSE SPEEDERS!

The lesson in natural history had been about the rhinoceros, and the teacher wanted to know how well the lesson had been learned.

"Now, name something," she said, "that is very dangerous to get near to and that has horns."

"I know, teacher; I know!" called little Annie Jones.

"Well, Annie, what is it?"

"An automobile."—St. Louis Post-Dispatch.

C.A.V

CAR LIGHTING AND STARTING

BRITISH made with BRITISH material by BRITISH labour on BRITISH soil."

is designed on the very bed-rock of simplicity, no complications, no intricate mechanical or electrical devices—just a perfectly arranged system in which the lighting and starting are run from one battery.

Motorists are invited to write for full particulars of the Simple, Safe and Certain System.

Complete Light Car Lighting Set $22.15.0
F.O.B. London. Write for special brochure.

C.A. Vandervell & Co's Ltd
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MOTOR CAR INSURANCE

Reasonable Rates

Comprehensive Cover

200 Claims already paid in Shanghai to the complete satisfaction of Car Owners.

Prospectus from
C. E. SPARKE
INSURANCE OFFICE
44, Kiangse Road. Tel. No. 54
AGENT
Excess Insurance Co., Ltd.,
Whose Assets Exceed £720,000.

PACKARD SHOWS 200 H. P. ENGINE FOR AEROPLANE

The 200 horsepower airplane motor built by the Packard Motor Car Company was shown to the public for the first time in the Packard exhibit at the Detroit Automobile Show.

Until a few weeks ago this engine was kept under guard in the experimental department, and it was not until J. G. Vincent, vice-president of engineering, expressed himself satisfied with the result of tests and experiments that outsiders were permitted to see it.

The experimental section of the aircraft division has been at work on the engine for about a year. Mr. Vincent and W. B. Stout, engineer in charge of the aircraft division, are directing its development, under the observation of United States army officers.

The new product of Packard design and manufacture is a twelve-cylinder engine of the V type, with the cylinders inclined at an included angle of 40 degrees, to provide for minimum air resistance. On its first dynamometer test the engine developed more than 200 horsepower.

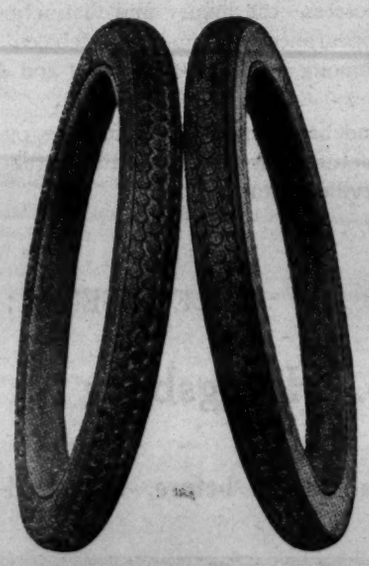
As a further means of testing the engine, it was mounted on the platform of a two-ton truck, with the propeller projecting over the rear end. The force of the propeller sent the truck flying along at a rate of more than 40 miles an hour. As there was no muffler attached, the racket of the staccato explosions attracted a considerable amount of attention in the vicinity of the Packard factory, before the police department ruled the big engine off the streets.

CALL ON US
for
MOST MILES PER DOLLAR!

We have become the headquarters for the motoring supplies of this locality, owing to our policy of striving for steady patronage rather than big profit.

The goods we sell, as well as the service we render, are such that will inspire your confidence and make you one of the many friends who spread the good news of the kind of service to be obtained from us.

Whenever you want a tyre, or tube, we will give you that extra big measure of value that goes with the name



FISK TYRES

We have just received a new big shipment of the handsome, stylish FISK TYRE, with red top. This extra value of fine appearance, added to most miles per dollar, is winning new FISK TYRE-USERS daily.

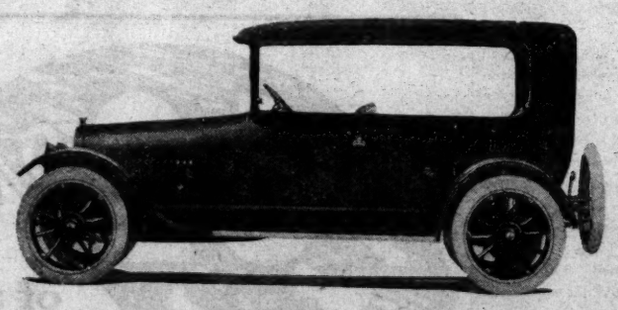
Let us equip your car.

SOLE AGENTS:
THE STAR GARAGE CO.,
125, Bubbling Well Road.
Telephone West 197.

Warm in Winter—Cool in Summer

1917 CHANDLER SIX

Seven - Passenger CONVERTIBLE SEDAN



Adequately meets every weather condition.

In a few moments, the Chandler Convertible Sedan may be transformed from a luxurious enclosed winter model into an ideal summer touring-car. Used as either a winter or summer model, it expresses luxury and comfort. It is one of the most beautiful, convenient and entirely satisfactory bodies yet devised.

All the windows are removable; the door windows slip down into envelopes, and the other side windows may be removed from their position and placed in a special receptacle provided. The top is made from a single piece of metal without joints, making a roof that can never leak.

For price and full information, apply to the
SOLE AGENTS:
THE STAR GARAGE CO.,
125 Bubbling Well Road,
Telephone West 197.

TYPHOON Strikes HONIGSBERG's 10 Buick Cars BLOWN INTO SATISFIED OWNERS' HANDS

HONIGSBERG Buick SERVICE

10 received ex s.s. Monteagle all sold: 8 arriving per s.s. Justin on 25th inst.

Decide NOW—there'll be no reservations!

HONIGSBERG Buick SERVICE

PROMPT SERVICE FOR TRUCK OWNERS

Every Minute A Motor Truck Is Out of Commission May Cause Owner Serious Loss

Although the product it represents is one of the oldest in the motor truck industry and is known from one end of the world to the other, Garford Motor Truck Company, Inc., of New York and Boston, has started a whirlwind 1917 selling campaign which promises to be one of the most extensive programmes ever attempted in the commercial vehicle business. This organisation, which has but recently been formed to distribute the Garford truck in the Eastern territory, announces that before the year is concluded the Garford will have established another enviable record not only in the way of performance, but along the lines of service rendered to Garford users.

A feature of the policies of the new Garford Motor Truck Company, Inc., which has not before been in effect in connection with the Eastern distribution of Garford trucks, is the combination into one unit of the service and sales departments. The reason for such a step is obvious. Each department is naturally dependent on the other to a large degree and it is assumed that with both working under one head the co-operation will be more efficient and the details more ably worked out.

"Service to Garford users is our hobby," says Rodney A. Hallam, manager of Garford Motor Truck Company, Inc. "For a long time the more progressive manufacturers o pleasure cars have been awake to th benefits of furnishing buyers of thei product with efficient service. Th truck companies, however, with th possible exception of the Garford Company and perhaps one or two others, seem to have been so busy growing, with the quick development of the commercial car industry, that service has simply been a side line and not a most important factor.

"The fact that this is so is deplorable. If the pleasure car used needs prompt and efficient service the commercial car owner needs it twice as promptly and twice as efficiently. A pleasure trip into the country or a ride to the theater can be postponed without serious financial loss to the pleasure car owner, but every minute lost in the service of a motor truck is costing the owner of that truck money."

INDOOR SPORTS By Tad

I SAW JIM YAWN AN HOUR AGO - I KNEW IT WAS THE OFFICE TO GET THE AIR.
THAT PEST NEVER SAW THE WAR - BUT HE'S A GOOD LIAR.
JIM'S WIFE STARTED HIM OFF - HE'S GOOD FOR AN HOUR YET
THERE WAS ONE QUITE HUMOROUS INCIDENT IN THE TRENCHES NEAR VERDUN - ONE OF OUR BOYS BROUGHT A COMRADE BACK BUT THE POOR FELLOW HAD HIS HEAD SHOT OFF - I SAID "MERCY DAN, HIS HEADS SHOT OFF (IT WAS SHOT OFF THE MOMENT BEFORE) DAN LOOKED AN REPLIED. "OH THE LIAR HE TOLD ME IT WAS HIS FOOT'
OH DEAR - AND YOU WERE RIGHT THERE
I'LL - PUT THIS MAP BACK
HOT COFFEE
INDOOR SPORTS.
TRYING TO APPEAR WIDE AWAKE AS THE PEST OF THE COMPANY INVITED STAYS LATE TO TELL STORIES ABOUT THE WAR.

AUTO MAKES QUICK THINKERS OF 'HESITATERS,' SAYS DEALER

There are many channels in human affairs which meet not the eye of the casual observer, which are nevertheless enormously affected by the automobile, says C. C. Clark of the Ables Hertsche Company. The work of the man or the woman behind the counter is being greatly lightened by the automobile, entirely independent of its use to go from home to the shop and back again.

When a large percentage of the population of a city like Honolulu learns to drive automobiles, that large percentage of the population has learned to think, to decide and to act at more than double the speed of the non-driving population. More than half the time of the army of retail salesmen and saleswomen is consumed in pure "lost motion," waiting for the customer to decide what to buy, in a community where there are only a few automobiles.

But just as habitual use of the telephone makes a "mumbler of words" into a person who speaks clearly and distinctly, so driving an automobile changes a man or woman "hesitater" into a person who can think and act quickly. The automobile, it is generally conceded, will add 10 years to the life of the average person who drives it regularly, but that it makes retail merchandising infinitely less tiresome to say nothing of the saving of time and worry, is a phase of the automobile industry not generally acknowledged.

An interesting verification of this fact may be seen in any large retail grocery. Two women arrive to buy groceries for a week ahead. One travels in a street car, the other drove down in her Studebaker. One asks to look at some rice, fingers and fusses with it for three minutes before saying: "I guess you can put me up 10 pounds of this kind."

After each item the grocer is forced to wait for a minute or two while the slow-moving, slow-thinking customer ponders over what next to examine in the way of purchase. Contrast this with milady of the wheel, who comes in briskly with a neat pencil list of the items wanted and the quantities, gives the order right off the reel, makes a check to cover, the clerks hustle the packages into her car, and she has cleared and sailed while the other woman is still fussing with samples and trying to decide how much and which kind to buy.

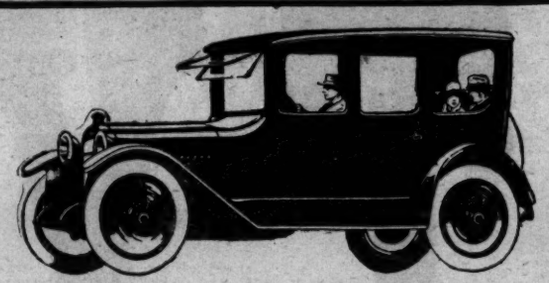
Civilisation itself is, among other things, a process of finding the shorter route. Culture and true progress wait upon the men and women who have a little time left over from the activities required to secure food, shelter and raiment. It follows, therefore, that the automobile in the final resume is the greatest instrument of civilisation the world has yet evolved. People make war upon their neighbors whom they do not know very well. May it not be possible that when the world gets enough automobiles scattered over the face of it, wars will go out of fashion?

Fords vs. Sergeants

When Police Commissioner Woods recently appeared before the Borough Presidents of New York City to ask for an increase in the local instruments of law and order, he answered a mooted question and established a new "table of measures" for the pedagogues.

The usual routine of the board meeting had progressed perfunctorily. The formula "H. C. of L." had been invoked to bring about increased stipends for various departmental servants, and the 235 additional patrolmen asked for had been granted. But nothing sensational occurred until the commissioner appealed for fifty more police sergeants. In answer to this request, President Mathewson informed the commissioner that he could have either the 50 sergeants or 17 additional Ford cars which the department also solicited, and asked the commissioner which he would prefer. "I need the Fords more," was the response. "If it is a matter of choice, I'd perfer Fords to sergeants."

So the new standard was set up, "One Ford car equals three police sergeants." And what an interesting table of measures can be evolved from this basis: "One Ford equals three sergeants. One sergeant equals 20 patrolmen. One patrolman controls 750 ordinary citizens." Thus, one Ford is responsible for the rectitude of 45,000 humans. There's a tremendous force for righteousness in those more than 1,750,000 active moving "Universal Cars."



A Car the Whole World Likes

THE whole world thinks well of the Hupmobile.

In almost every country in the world, in large cities, small towns or in the country, this car is being more widely bought than ever before.

It could not hold preference if it were just an ordinarily good car.

But it is more than that. It is the "best car of its class in the world," with all the excellences that leadership implies.

In every way it is worthy of the good opinion of the world.

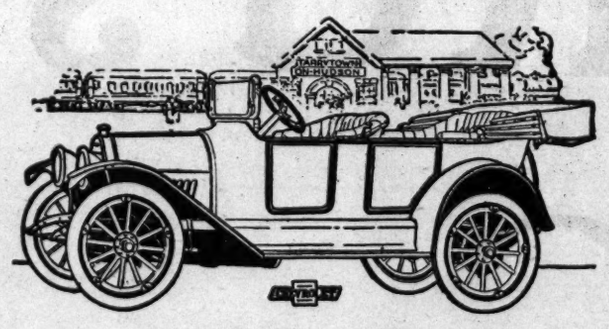
The man who confirms his judgment of superior motor car value by buying a Hupmobile gets better performance, better quality, better engineering design, more comfort, better upholstery and equipment, better finish than he ever dreamed was possible at the price.

Brief Hupmobile Specifications

Hupmobile Models: 5-seater, 7-seater, 2-seater sedan, and 5-seater and 2-seater with detachable winter tops. Motor: Four-cylinder, 95 m/m bore, 140 m/m stroke (3¾" x 5½"). Transmission: Three forward speeds and reverse; multiple disc clutch. Rear axle floating type, spiral bevel gear. Cam shaft and crank shaft bearings bronze shell, babbitt lined. Long wheel base (115" on 2 and 5-seater, 134" on 7-seater). Tyres 875 x 105 m/m or 34" x 4" on 2 and 5-seater, 920 x 120 m/m or 35" x 4½" on 7-seater. Electric starting and lighting; ventilating, rain vision screen; one-man hood; quick-acting side curtains; door curtain carriers; deep upholstery; speedometer; ammeter; robe rail, foot rail and carpet in tonneau; non-skid tyres on rear; five demountable rims; tyre carrier, pump, jack and full set of tools. Magneto ignition, wire wheels, special colours, khaki hood and seat covers at small additional cost over list price of car.

Hupp Motor-Car Corporation, Detroit, Michigan, U. S. A.
Dealers for all China, except Peking Province:

THE CENTRAL GARAGE CO., LTD.
2a Jinkee Road, Shanghai
DISTRIBUTORS



Strength

You revel in the strength of the Chevrolet!

Its sturdiness brings you miles and miles of joyous travel—free from worry and full of faith in the dependability of your car.

You profit by the economy of the Chevrolet motor—that powerful valve-in-head type which pulses more energy, more miles per gallon of gasoline than many higher priced cars.

And you enjoy solid comfort from its strongly built body-construction, its generous interior, its pliant chassis and springs, and the liberal use of Chrome Vanadium steel.

A mighty car—this Chevrolet!

Any owner will tell you of his complete satisfaction.

PRICES

TOURING CAR.....Tls. 1325
ROADSTER.....Tls. 1250

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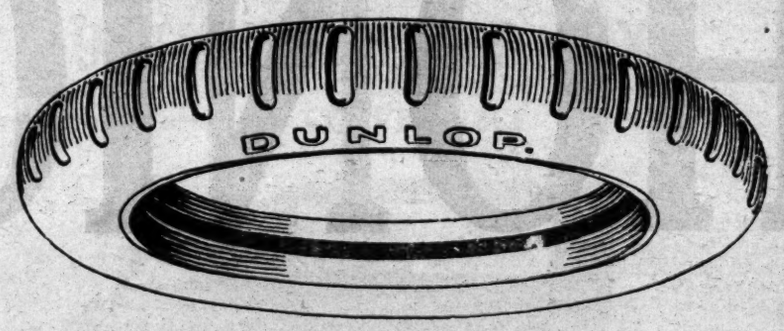
'Phone West 197

Factories: NEW YORK CITY; TARRYTOWN-ON-HUDSON, FLINT, MICH. ST. LOUIS, MO.; OAKLAND, CAL.; OSHAWA, CAN.; FT. WORTH, TEXAS

CHEVROLET



MY CARD!

Just to remind you that whether you are purchasing a new car or re-tyring your present car you should insist on Dunlop Tyres being fitted, and thus ensure your car being shod with the best.

Not only will they give you the most economical mileage value but your pleasure in motoring will be increased manifold by tyre troubles being reduced to a minimum.

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Founders of the Pneumatic Tyre Industry throughout the World.

Tel 2248. 20 Kiukiang Road. Cables: Pneumc.

LOOKING FOR CHEAPER FUEL FOR MOTOR CARS

General Motors Export Co. (Buick Makers) Conduct Thorough Inquiry

The Vice-President of the General Motor Export Co. (manufacturers of the famous Buick car), Detroit, makes the following report on fuel researches:

Owing to the fact that the cost of fuel for operating motor cars in many countries has increased greatly, the use of a cheaper fuel has been much discussed of late. We have had many requests for information from our friends abroad as to the developments that have taken place in this country toward adapting a cheaper fuel for motor cars. We have submitted this question to the Engineering Department of the General Motors Company and they have just written us an exhaustive and interesting statement of the progress that has been made in this country in this particular direction.

Our inquiry covered the question of the use of kerosene, as that has been thought the most likely substitute for gasoline. It is quite possible that the use of kerosene may become commercially feasible through the development of some other system than the present four-cycle engine, depending upon the carburetor or its equivalent. The net result is that up to the present time no system holds out sufficient promise of favorable results to give us hope of immediate relief from the use of gasoline.

The report reads as follows:

"We are certainly on the look-out for a good kerosene carburetor, as no one realises the possible advantages to be gained by the use of this fuel more keenly than we do. There are literally thousands of people in the United States working on this subject at the present time, but there are some inherent disadvantages which it will be very difficult to surmount.

In the first place, it is exceedingly difficult to get kerosene into a proper mixture with air to form a suitable working medium in the cylinder. If we rely upon the ordinary carburetor, with ordinary manifold, we find that a spray is produced consisting of more or less finely divided kerosene floating in the air. The globules of kerosene, on account of its viscosity, are so large that burning does not take place rapidly enough to attain complete combustion of the charge during the down stroke of piston in the high speed engine. This means a big waste in energy due to after-burning, as well as the deposit of much carbon on piston heads and spark plugs.

At the explosion temperatures, the raw fuel in suspension is cracked before it can be burned and this cracking process results in the deposition of still more carbon.

Atomising the Kerosene

A better condition for burning is obtained by atomising the kerosene first in a modified carburetor and then passing the whole mixture through some sort of vaporising apparatus which exposes the mixture to a temperature high enough to vaporise the kerosene into a true gas and then passing this through an inlet manifold heated by the exhaust, into the cylinders without giving the kerosene a chance to condense again into a fog or mist. This has the advantage of giving a clean condition in the motor, but on account of the fluctuation in the exhaust heat at different speeds and loads of the engine, it is very difficult indeed to get proper vaporisation for all operating conditions. Under heavy loads and high speeds, the amount of exhaust heat is so great that we are likely to get an excessive temperature in the vaporiser with consequent cracking at this point and deposition of the carbon even to the extent of choking up the vaporiser. If we make the conditions right for holding this temperature down under such conditions, we will not get sufficient heat at the low loads and speeds to varporise all the kerosene. Our only hope in this direction is the development of a proper thermostatic apparatus to maintain constant vaporising temperatures, but this means very extensive complication.

Even if all the conditions are made right for the use of kerosene on this basis, it would mean the introduction of a much hotter charge. This charge would, on account of the unavoidable expansion, mean the introduction of a much smaller actual weight of fuel per charge, and therefore, the delivery of less power per stroke with the same size engine. On account of the fact that the charge is already super-heated, we cannot work at as high compression pressures as we do with the gasoline mixture, and this would represent a still greater loss of power. From the best information, we can get, this represents a loss of from 30 to 40% engine efficiency, even when conditions can be made perfect for burning the charge cleanly. In order to get the same acceleration, hill climbing ability, and maximum speed out of a car, it would, therefore, be necessary to increase the piston area by 30 to 40%, and although this would not entail any increase in he connecting rods or crank shafts, it would increase the cylinder and piston weights very considerably. It would then be necessary to add still greater area in order to carry around this extra weight, so that the net result would be that the area would have to be increased probably from 40 to 50%.

Starting Apparatus

There remains the great difficulty of suitable apparatus for starting. It is out of the question to try to start with kerosene unless a preheating device is used of such capacity that the vaporiser and intake manifold can be brought up to working temperature in a very short time. The general public does not want to sit in a car for even five minutes waiting for the engine to come up to starting heat, and we would, therefore, have to provide an elaborate apparatus which would keep the enigne warm all the time under any condition, provide an apparatus for bringing it up to working temperature very rapidly, or starting on gasoline. This means a multiplication of fuel tanks and switching over to kerosene after a start is made—an operation which is undesirable.

Kerosene carburetors are being used on tractors quite extensively, but you realise that a tractor is being worked under practically constant speed and fairly constant load during 80 to 90% of the time. Moreover the engine is working not only at constant speed but a pretty close to its maximum power—a condition which gives a large reserve of heat to draw on. Pleasure cars use only a quarter to one-third of their horse power under normal conditions, and advance in a few seconds between from five to fifty horse power, and then back again. It would be an extremely delicate apparatus which could follow these rapid changes and give a proper mixture continuously.

We have investigated most of the best known devices for the use of kerosene and we have driven some of them. We can only say that it would be out of the question to get the public today to put up with the performance which even the best apparatus gives. It simply has to be nursed every step of the way.

317,866 AUTOMOBILES IN NEW YORK STATE

New York City Now Has 102,530 Motor Vehicles—Gain of 30,198

Registration of motor vehicles in New York State at the beginning of the year totaled 317,866, according to the tabulation of the figures for the last year, just completed by Secretary of State Hugo at Albany. The gain over the preceding year was 83,834 cars. The report shows a registration for New York City alone of 102,530 cars, an increase over 1915 of 30,198. The total receipts for the whole State last year amounted to $2,658,041, as compared with $1,646,274 for the year before. New York City motor vehicle owners paid $957,422 of the total receipts of the last year. In the New York City zone, which embraces ten counties, there was a registration of 137,920 cars, as compared with 102,594 for the year preceding.

The report sent out by the Secretary of State says:

Owing to the fact that the Brown bill, which divides motor registration moneys equally between the State and counties, did not become effective until the latter part of last May, when the greater share of vehicles had already been licensed, New York City's Treasury received back but the comparatively small amount of $125,001.75. With the bill effective for the entire twelve months of this year, along with the money which will come from the increase in commercial fees and likewise from the natural gain in automobile registration, New York City will receive back in the neighborhood of $750,000 this year. This money goes into the general city fund.

The following gives some idea of the important part which New York City today plays in the registration of the automobile, 43.3 per cent of all the cars being licensed from the New York City automobile zone, which consists of ten counties. Out of the entire amount which Secretary Hugo's office received in the way of motor vehicle fees last year 47.5 per cent, or $1,262,025,75, is from the metropolis and the counties immediately surrounding.

New York City had 521 concerns which engaged in the automobile business last year, out of 2,496 in the whole State. The last year found 875 more dealers entering the game.

New York City contributed 50,325 to the army of 105,847 chauffeurs who were licensed in this State during the year just passed. Increase in number of chauffeurs in New York City is 11,262.

There were 24,842 motor cycles registered last year, and of the number 6,664 came from New York City.

The following gives the number of pleasure and commercial cars as well as chauffeurs in the Bronx, Kings, New York, Queens, and Richmond Counties, with the increases during the last year in each instance:

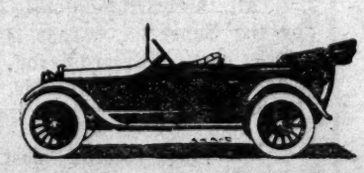
County.	Pleas.	Gain.	Com.	Gain.
Bronx	6,352	3,942	1,191	658
Kings 24,939		6,837	4,766	2,070
New York ..40,857		10,304	9,950	2,088
Queens	9,205	2,146	1,181	354
Richmond ..	2,621	416	316	96

Richmond County has fewer dealers than a year ago. Kings and New York Counties are two of five in the State which have cars jointly owned by two individuals, one of whom resides in a neighboring county, accounting for the fact that the counties are credited with one-half a car in the registration.

At the present time this State has a car to every 32 persons, but California has one to every 16, and the agricultural State of Iowa one to every 8. New York State's showing in this respect is due to the many thousands in New York City who never expect or can hope to own a car. At the present time New York State is spending about $100,000,000 or already has spent that amount, on its improved highways, which are costing about $4,500,000 in their maintenance and upkeep. The system, however, is so complete that, according to a statement from officials in the State Highway Department, one can travel in a car for three straight months without ever leaving improved roads.

REJECTED THE ORDER

A stout, baggage-laden old English gentleman was trying to make a hurried exit from a railway carriage. At the door he stumbled on the foot of a brawny Scot. "Hoots, toots, mon!" groaned the Highlander. "Canna ye look whaur ye're going? Hoot, mon, hoot!" The burdened traveler slammed the door behind him and shouted through the window: "Hoot yourself! I am a traveler, not an automobile."



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NEW AND SECOND-HAND CARS

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of well-known

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LIBERAL CONDITIONS AND MODERATE RATES

Maxwell

Facts

GET the facts on the operating cost before you buy any automobile. Find out the truth before—not after. And don't be satisfied with a salesman's claims or hearsay. The price of gasolene is high; so is oil; and there is sure to be an increase in the cost of all tyres.

So, what you want is the car that will give you most miles per gallon of gasolene, per gallon of oil, and per set of tyres.

Here are the facts proved by the Maxwell stock touring car that recently set the World's Motor Non-Stop Record:

Maxwell World's Non-Stop Record Facts.

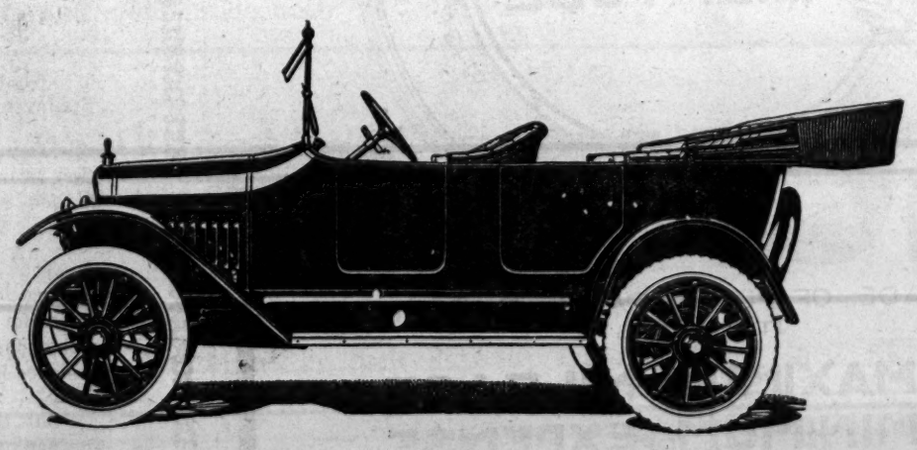
Miles without a motor stop	22,023
Average miles per day (44 days)	500.6
Miles per gallon of gasolene	21.88
Miles per gallon of oil	400
Average miles per tyre	9,871

Remember that this was a Non-Stop Endurance Record—in order to prove that the Maxwell was exceedingly sturdy, reliable and trouble-proof. No attempt was made, nor could be made, to save gasolene, oil or tyres. So these figures merely indicate what would be possible under ordinary driving conditions.

5-Seater Touring-Cars

2-Seater Roadsters. 6-Seater Town Cars

2-Seater Cabriole s



THE EASTERN GARAGE

4 SOOCHOW ROAD. TELEPHONE 1159.

DISTRIBUTORS FOR

Maxwell

The Rhyme Of The Ancient Motorist

By J. P. McEvoy

Argument—How an automobile of the Vintage of Nineteen Three (or Nineteen Four) was purchased by the Ancient Motorist; and of the strange things which befel; and in what manner the Ancient Motorist imparted the tidings to the Stranger at the Auto Show

PART I.

It is an ancient Motorist
And he stoppeth one of three.
"Out of a city of two million people
Why do you pick on me?

"Why do you flag me on the curb,
You disappointed grampus?
Let me go into the Auto Show
Or I'll scamper across your campus."

He holds him with a freckled fin.
"There was a car," quoth he.
"Retard your spark, you greybeard loon!"
Eftsoons his hand dropped he.

He holds him with his glittering glim
And also by the wrist,
And thus spake on that ancient man,
The old time Motorist:

PART II.

"The sun was rising in the East,
A custom it has got.
A very pretty custom
And a very pretty spot.

"The year was Nineteen Three or Four
I bought a motor car,
And everybody laughed Hee! Hee!
'Cept those who laughed Har! Har!

"I climbed aboard my brand new car,
Intending there to ride. . . ."
The Stranger wept, for now he heard
A jaz band jaz inside.

The Stranger might have snuck away
But he was a pacifist,
And so he stayed and listened
To the Ancient Motorist.

"I climbed aboard my brand new car,
Intent upon a ride,
But the engine groaned just once and then
Unanimously died.

"I laid down on my appetite,
For the engine was beneath,
And crawled around in an oily swound
Upon the grimy heath.

"I took the engine all apart
And put it back full well,
And did that car then up and run?
It did like Merry Christmas."

PART III.

"Just then adown the road there came
A melancholy hoss,
His name was Alba—something, now,
Let's see—yes, . . . Albatross.

"They tied him to my little car,
My joy it was hysterical;
In fact, if it were not for Hoyne
I'd say 'twas Tom-and-Jerrycal.

"And down the road he pulled that car
Of vintage Nineteen Three;
It was a dismal sight to glim,
A rummy sight to see.

"But hold! what's this, a quivah seems
Along its frame to steal.
Aha, it snorts! it starts! it MOVES!
O, watch her hump her keel!

"The Albatross is killed, poor hoss,
The car has cooked his goose.
It hit him from behind and now
He ain't a bit of use.

PART IV.

"The Sun now sets out in the West,
Another custom sweet,
For you'll agree as a setting place
The West is hard to beat.

"And after running forty yards
My car it also set
And set and set and set and set,
And it is setting yet.

"For I had done a hellish thing,
And it did work me woe,
For all averred I'd killed the hoss
That made the car to go.
Ah, wretch, said they, the hoss to slay
That made the car to go!

"And out there in the prairie yet
You'll find that ancient car
At which the people laughed Hee! Hee!
And also laughed Har! Har!

"That ancient car of Nineteen Three
(Or maybe Nineteen Four),
The car which ran and straightway died
And never ran no more.

PART V.

"And that is the why of my glittering eye
And why my buzzum burns,
For till my ghastly tale is told
This heart within me yearns.

"Till I tell of that car of Nineteen Three
(Or maybe 'twas Nineteen Four)
I must tear my hair and gnash my teeth
And madly pace the floor."

The Stranger into the Auto Show
Did fade like a fleeting star
And he gazed at the modern gorgeous bus
And thought of that poor old sad eyed cuss
What purchased that ancient car.

As he gazed at the Super Oomph-Oomphus and such
In his eye there came a mist,
And a tear snuck out (as well it ort)
And fell on the floor with a loud report,
And he said, "God bless him! A good old soprt
Was that Ancient Motorist."

(The End.)

CARS IN CALIFORNIA

According to Alfred Reeves, general manager of the National Automobile Chamber of Commerce, of the United States there are now more than 20,000 motor cars registered in California. This is equal to one for every fifteen persons in the State, while the sale of power-driven vehicles goes on at a record pace. The time seems within measureable distance when it will hardly be worth while to call on anybody in the Golden State, on a pleasant afternoon, since every one will be out.

DODGE BROTHERS NOW EXAMINE ALL METALS

It is not always a massive hammer and a lusty blow that determines whether a material is strong enough, or good enough, for use in Dodge Brothers car. There are many testing devices in the Dodge Brothers laboratories in which force is the chief factor, but there are also many extremely delicate instruments.

Steel, brass and babbitt, for instance, are carefully examined under the microscope for imperfections in the metal.

In handling metals under the glass, the surface of the piece is made perfectly smooth by grinding wheels and then polished to a mirror surface by the use of special surfaced wheels and various grinding powders.

The piece is then examined at various magnifications up to 1000. If there are any impurities or minute cracks or any structural defects in the metal it is readily discovered.

An acid treatment follows, that reveals the entire history of the piece of metal to the metallurgist so that he is enabled to tell with absolute accuracy just how the piece was made, how it was treated, and whether it will perform the function for which it was intended.

YOU'VE SEEN THEM

You've seen just the type of a motor I mean.
It's long and it's throbbing with might,
It's built very much like a sleek submarine,
But it runs like an aero in flight—
In brief, it's the kind that can certainly "trek,"
When it roars like a limited train,
The car where you sit on the back of your neck
And drive with an air of disdain.
I might be so broke that I'd skimp on my meals
And pawn all my shirtstuds for "gas,"
But if I could own such a monarch on wheels,
I'd think of myself as "the class."
Of debts and of poverty little I'd reck,
For an affluent poise I'd maintain
In the car where you sit on the back of your neck
And drive with an air of disdain!

—Berton Braley, in Motor Print.

CHAMPION BUYS SUPER-SIX

Richard N. Williams 2d, national tennis champion, is an enthusiastic motorist and particular about the kind of car he drives. He recently purchased a Hudson Super-Six from the Henley-Kimball Company, Boston distributors.

DODGE BROTHERS AVORD FAULTS IN MATERIALS

Much has been said of the great care used by Dodge Brothers in selecting materials, but there is still a great deal to be told of the tests to which all material is subjected.

For instance, all brass asd bronze used in Dodge Brothers cars is carefully tested to ascertain the amount of copper and lead and if the quantity is such that it might prove injurious, the entire consignment of metal is rejected.

The method of determining the "undesirable elements" is similar to the ordinary electroplating. The brass or bronze under test is dissolved in acid and into this solution are placed two electrodes, consisting of platinum gauzes. A direct current is applied and the resultant electrolytic action causes the copper to be deposited on one gauze and the lead on the other. The weight of the deposit is then determined by an extremely delicate set of scales. Platinum electrodes are used because platinum is immune to the chemical action taking place during the electroplating. Incidentally, it might be mentioned that the little gauzes weigh considerably more than an ounce—and that platinum these days is worth from $3.50 to $4 a gramme—and that there are 28 grammes, of course, to the ounce.

NEW FENDERS

As an automobile fender a Texan has invented a huge rubber ball that is intended to envelop a pedestrian it hits, the air that he forces out of it setting brakes on the car.

MICHELIN
THE
RED
INNERTUBE
MICHELIN
MICHELIN
IS MADE OF PURE PARA RUBBER
IT INSURES
THE MAXIMUM MILEAGE
THE MINIMUM OF EXPENSE
BECAUSE IT
LASTS 3 TIMES LONGER
THAN ANY OTHER INNERTUBE AND
COSTS THE LEAST
SOLD BY:—
S.e. Franco-Chinoise d'Entreprises Generales et de Travaux Publics, Peking: MM. Sennet Freres, 31 Nanking Road, Shanghai: Syndicat Industriel et Commercial, Rue du Baron Gros, Tientsin: MM. Cossantelli Freres, Hankow.

HUDSON SUPER SIX
TRADE NAME REG.

Hudson Super-Six is Not A Brother of the Six

The Feature Which Won Its Supremacy Is Controlled By Hudson Patents

A Six now rules in Motordom—where the trend, not long ago, was toward added cylinders. A Six holds all the worth-while records. A Six outsells any other front-rank car. But it is the Super-Six, remember — with the Hudson invention which added 80 per cent to six-cylinder efficiency.

The Light-Six type, some years ago, attained the heights of popularity. It so excelled the previous types that it was, for some years, the reigning type.

But engineers knew that in the Six at its best much of the power was being lost in vibration. They knew that friction and wear, within the motor, limited its endurance.

Leading engineers, including the Hudson, started out to end these faults. For a time the best way apparent seemed the V-type motor. So in 1915—before the Super-Six was presented—the trend was to Eights and Twelves

There can be no doubt that those types soon would have superseded Sixes. Maker after maker adopted them. The Super-Six turned the tide back to the Six.

An Almost Twice-Better Six

What changed the condition was the Super-Six invention, made by Hudson engineers.

They discovered the fault in the Six. Then they worked out the remedy. The result was to add 80 per cent to efficiency, with no added size or cylinders.

That vast step forward made the Super-Six supreme. Never had a motor shown such power for its size, never such flexibility, never such endurance. That fact is still true. And the evidence is, it is bound to long remain true.

But that is the Super-Six motor, invented and patented by Hudson.

It Won All the Laurels

All the worth-while records have been won by the Super-Six. That is, speed records for stock cars. Records for quick acceleration. The hill climbing records, including Pike's Peak.

Endurance records—most important of all—have been broken by enormous margins. The 24-hour record was broken by 52 per cent. The transcontinental record was twice broken in one continuous 7000-mile round trip.

So the Super-Six excels, beyond possible question, in every quality you prize.

For men who want a great car, no car in the field today approaches the Hudson Super-Six.

Now 25,000 Owners

Now 25,000 fine-car owners are driving the Super-Six. Could they have been supplied, there would have been thousands more.

The Super-Six, in one year, has come to outsell every rival. That is, every car above $1200 in America.

The car, is now equipped with a gasoline saver, also a development of Hudson.

If you want these advantages, and a type which can't be supplanted, your choice must be the Hudson Super-Six.

Let us show you Super-Six performance.

HUDSON MOTOR CAR COMPANY, DETROIT MICHIGAN.

SOLE AGENTS

MARKT & Co. (Shanghai), Ltd.

Office: 89-91 Rue Montauban

Showrooms: 12-13 Avenue Edward VII

HERE ARE A FEW POINTERS ON SKIDDING AND HOW TO AVOID

Of all the contretemps that sooner or later menace the even tenor of the motorist's way none is more exigent or disconcerting than skidding, and when a comparatively inexperienced driver sits behind the wheel, few eventuate as disastrously. Ask the average motorist what he fears most in the daily handling of his car, and almost invariably the answer will be "skidding." The experienced motorist fears the skidding of the cars driven by novices and dare-devil motorists. The novice fears nothing so much as the skid of his own car. At some time most motorists come to know that sicky sinking feeling when they first experience the lateral or pirouetting movement of the car apparently possessed of a devil.

The reckless, the foolish and the lame, the halt and the blind, the motorist early learn to guard against by exercising eternal vigilance. Even the man lost in a brown study whose presence of body and absence of mind expose him to dangers of the busy thoroughfares that out hazard for such the imminent dangers of the inter-trench "no man's land," and the old lady, who butters back and forth in the path of a car like a befuddled hen, can be protected from their assumed folly and risk—provided the road is dry, or they are not in too close proximity to the car. Once a skid starts only a skilful hand a cool, resourceful and experienced head, a coordination of mind and body are of any avail.

It is frequently erroneously supposed by pedestrians that a car will not skid on a dry pavement. Even the vast majority of motorists do not realise to what an extent a car can skid on a dry pavement, that to all appearances, intents and purposes, provides excellent traction for braking.

A few years ago a case came before the Toronto courts, in the course of which the council for the defense claimed that the car had skidded 20 feet prior to the collision. The Crown, backed by the opinion of the Crown expert, disputed this plea, claiming that a car could not skid that distance on dry city pavement. After a considerable controversy on the matter, it was deemed expedient to put the matter to the test. Max Bachan, an ex-racing driver of Vanderbilt Cup fame skidded the car on the dry pavement about 40 feet and claimed that if they would let him "open her up" he would lock the rear wheels and skid 75 feet "any day." Dry skidding is, of course, very disastrous on tires.

But it is not the dry straight-away skid that the average motorist has cause to fear—it is the lateral and rotary skid of greasy or ice clad pavements.

The side, right or left wheel, or about turn skid, except when indulged in deliberately and by design, as for instance in racing or when some young buck desires to parade his prowess at the wheel—is almost always unexpected, though by no means unavoidable. The cause is distinctly one for preventives rather than redemies. The reckless driver on greasy pavements usually gets what is coming to him—eventually. It is too bad, however, about the other fellow and the car.

Skidding is the resultant of two or more forces—traction momentum and not infrequently gravity. In other words, the traction when a skid occurs is not sufficiently good to counteract one or both of the other forces, and as a result, the forward movement of the car is in the direction determined by the resultant of the forces acting on it and not in alignment with the wheels. Skidding is almost invariably due to an attempt to suddenly alter the direction of travel or to a sudden application of the brakes when the car is traveling on a slippery surface.

When skidding starts, the average motorist's impulse is to jam on the brakes and turn the wheels away from the direction in which the car is skidding. Both of the actions only serve to aggravate the skid. Locking the rear wheels by jamming on the brakes will tend to cause the car to continue to move sideways, perhaps even to the extent of describing a complete revolution if by good fortune, it does not come to rest and grief against some object lying in its path, because the small section of tire that has lost its traction is locked like a runner against the road's slippery surface. Turning the front wheels away from the direction in which the car is skidding increases the angle subsisting between the resultant of acting forces and the direction in which the car is directed. This, of course, only serves to increase skidding. At the inception of a lateral skid the front wheels should be turned immediately in the direction the rear wheels have started to move, natural inclination to the contrary, notwithstanding, for this will bring the car into proper alignment with its motion. If the exigencies of the situation demand the use of the brakes, they should be applied gently or the foot brake may be forced in and out rapidly, with a quick, jerky movement of the foot. A slowly revolving tire continually brings a new braking surface to bear, and even on a dry pavement, because of better traction, will brake the speed of a car more quickly, and in less distance than a locked tire.

A tire when locked is much more disastrous to itself and the road surface than a slowly revolving tire. As preventives of skidding tire designers have done much in providing "non" or "anti" skid tires. But where the roads are really greasy it is the better part of valor to secure immunity from skidding by the use of chains. It is interesting here to note that two of the insurance companies who write automobile accident policies have taken cognisance of the skidding hazard, and recommend the use of chains.

But the chief cost of immunity from skidding is caution.

All Over The World

Paris this winter has turned to La Fontaine's Fables for support in its philosophy. It has done so instinctively, as to a well of clear water in a thirsty land; to a stream whose source is at the very heart of old France. Poetry, philosophy, in La Fontaine's own vein of raillery, is the draft with which Paris has refreshed its sense of the comedy of life. It has also found in the poet of its predilection the best interpreter of friendship, of that comradeship in adversity which binds man to man in the trenches today. La Fontaine believed in friendship as he believed in nothing else: he wrote "Les Deux Amis" and the line addressed to a woman:

Le don d'etre amie
Malgre Jupiter meme et les temps orageux.

There can now be little doubt that "Summer Time" in England has come to stay. When all the clocks in the country were put back to their winter status, on the night of September 30 and October 1, last year, there was a very general feeling that the scheme had proved all that had been claimed for it. Now, there are those who advocate that the clocks shall be put forward this year much earlier than they were last year. Indeed, the tendency is so much in that direction that it becomes a question whether permanent "Summer Time" would not be a just solution of the whole matter. It is true that, in midwinter, there would not be enough daylight to go round, anyway; but it would mean only the transference of an hour of artifical light from the evening to the morning.

If one takes the word of the astronomers or almanac compilers for it, spring began on March 20, at 11.39 p.m. On that date, and at that hour, persons having poems entitled "Beautiful Spring" could, if they desired, mail them to the newspapers without violation of any literary canon. But, as a matter of fact, there is but one dependable and invariable rule with relation to the change in seasons that is now impending in many lands. Pioneers, early settlers, "old-timers," lifelong observers, people of wide experience, and so on, have now very generally come to the conclusion that, throughout a wide area of the United States, at least, spring does not arrive until the early summer is well advanced, and that, even then, its coming may be delayed.

A Kansas editor states deliberately that a man is always afraid of a woman who knows more grammar than he does, and another Kansas editor, falling into agreement, adds that a man is equally afraid of a woman who knows more mathematics than he does. Of course, this might be strung out to an interminable length, but it would all resolve itself into the point that women who know more than men must be tactful in revealing what they know, if they would not drive men who know less than they do away.

Some one would like to know whither the crows in the United States migrate. Presumably to the South; how far South it would be hard to say. Stray crows are among the harbingers of spring in the northeastern part of the United States. By "growing time," like the rooks in England, but unlike the crows in that country, they assemble, often in large flocks, in roosts or rookeries. One of these on the Potomac River is said to contain something like 40,000 of the birds in time of general reunion. They leave, in the gray of the morning, in clamorous crowds for their feeding grounds, which may be a great many miles away from the rookery, flying high in fine and low in foul weather. The term "rookery" is used a great deal more broadly in the United States than in the United Kingdom, where it is, properly, a roosting place for rooks.

Apropos of rookery, in the broader sense, or as a general resort for noisy birds: after the great fire in Chicago, in 1871, at temporary two-story brick city hall was erected on Adams Street. Behind the structure was an alley, and fronting on this were the headquarters of the police department. Here mounted inspectors and captains from outlying precincts arrived daily to report to the chief, and in the alley secured their horses and tied feeding bags on the heads of the animals. Many oats were spilled, and pigeons, sparrows, and birds of nearly all other species, but seldom a crow, enjoyed rich repasts from the overflow. So great was the racket that first this particular corner of the building, and then the building as a whole, was given the name of "Rookery." Years afterward, when a skyscraper was erected on the site, the structure took over the nickname, and is known as the Rookery today.

Goodrich

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Stand the Knife Test!

Before you, its thick tough Goodrich Black Safety Tread slashed back, its sinewy, two-ply, rubber-saturated, cable-cord body laid bare, stands a Silvertown Cord Tyre.

Before you stands the whole story of why tyres ***wear.*** And why tyres ***wear out.***

For, contrary to common belief, tyres wear out INSIDE—not *outside*—from internal frictional heat, rubbed up between the plies of the tyre.

Each extra ply means extra inside heat—extra wearing out of the tyre.

Were you to put the knife test to *all* tyres you would fi d three types of bodies:

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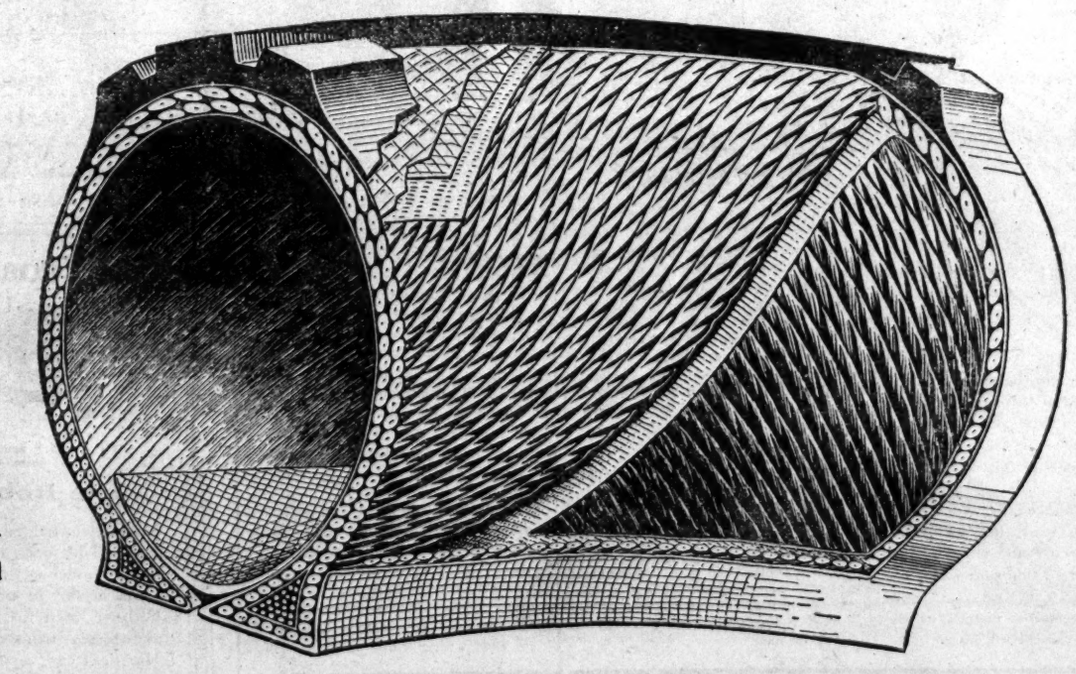
Thread cord, or *web,* (strings the size of a trout line, held parallel the circumference of the tyre by interspaced cross-threads) gummed together in five to seven plies.

Cable-cord, the unique, patent-protected, cross-wrapped, *two-ply* structure, found ONLY in Silvertown, the original cord tyre.



Mark well the sturdy size of Silvertown's cable cords, and that they are ***cross-wrapped*** into ***two plies*** and ***but two.*** Obviously Silvertown with but two plies must outlast ***many-ply*** tyres with their ***multiplied*** inside heat.

10 Silvertown Cord X-cels

1. Increased engine power.
2. Smoother riding.
3. Fuel saving.
4. Speedier.
5. Coast farther.
6. Start quicker.
7. Easier to guide.
8. Give greater mileage.
9. More resistive against puncture.
10. Repaired *easily* and *successfully.*

Out of this ***durability,*** and the ***resilience*** of those flexible cable-cords, come Silvertown's ***gasoline-saving economy, smoother riding comfort,*** and ***prolonged mileage,*** that you cannot afford to be without.

Know Silvertowns by their graceful ***extra-size,*** and their RED DOUBLE DIAMONDS.

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Remarkbale Express Cruiser Test

Although the year 1916 resounded with the crash of falling records, it was reserved for the month of December to stage the most remarkable record-breaker of all says the February number of Motor Boating. This was the eleven-hour endurance run of Pattina, maintained at an average speed of 28.8 miles per hour all the way. The boat had not yet found herself, the engines were two of the first of a practically new make, and the weather conditions, with the thermometer down close to zero, and the squalls of sleet and snow, were far from ideal, and yet the test was consummated with hardly a hitch of any kind.

Pattina is a 60-footer owned by Sir Charles Ross and powered with two 400 h.p. Duesenbergs. She was designed and built by the Luders Marine Construction Co., of Stamford, Conn., and it is of more than passing interest to note that the contract conditions were so severe that other concerns who were asked to bid turned down the opportunity rather than risk failure in the guaranteed results—especially the speed.

The owner was most particular in the matter of conducting the trials, and had representatives from Tams, Lemoine & Crane and from the Electric Launch Company abroad so that he might be fully satisfied that everything was done as he wished it. The trial trips were all obtained with the gasoline tanks completely filled at the start. An official trial was first held to see that the contract speed of 25 knots could be obtained, and in the course of it a mean speed of 26.03 knots was indicated. Upon hauling out the boat the builders found that some obstacle had struck one of the propeller blades and bent about two inches of its tip over on itself.

Then on an official trip over the measured course at Glen Cove a mean speed of 25.2 knots was obtained with the engines considerably throttled down. As this was over the speed required in the contract, the power plant was not exerted to its full capacity, as it was not desired to stretch it unduly.

The long distance trial came on December 11, the start being made long before daylight on a bitter cold morning. A course was laid out between Execution Light and Stratford, and Pattina nearly wore a groove in the Sound, plowing back and forth over the same stretch. In order to avoid striking floating objects a searchlight was rigged up for the hours of darkness. Even so, the pace was so great that it was no easy matter to dodge buoys and such. During the daylight interval there was little of interest in the run. An engine speed of 1,180 r.p.m. was maintained, and as the trial wore on, on account of the boat lightening, it was necessary to keep throttling down so as not to exceed these revolutions. In keeping her down in this manner the speed of one engine fell at one time to 1,170 r.p.m., but this was altered as soon as it was noticed.

At the sixth hour, lint and other foreign substance found its way into the oil strainer of one pump and the supply failed. This was at once observed by the man in charge, by the fall of pressure on the oil gauge. The affected engine was stopped, and the strainer removed, cleaned and replaced, the whole operation taking less than fifteen minutes. During this time the other motor was turned up a little faster, so that the average speed could be maintained. After this trouble nothing occurred to stop the running of the engines, and Pattina continued on her way for eleven successive hours, grinding out her 28.8 m.p.h. all the time.

But at 5 p.m. the threatening weather of the afternoon turned into a hail and sleet storm with snow flurries, so that it became practically impossible for the man on watch to see ahead. The trial was therefore concluded, with all aboard feeling that except for adverse weather conditions it could have been continued indefinitely.

The boat herself is eminently a cruiser, and was designed for express cruising between the owner's factory at Quebec and his summer home at the mouth of the St. Lawrence, nearly 500 miles away. Thinking that the occasion might arise when it would be necessary to make the whole distance at full speed, the owner stipulated in his contract that the boat was to maintain 25 knots for eighteen hours. The distance covered in the successful trial was equal to that between New York and Boston, and could it have been possible to stock up with sufficient fuel and oil there is no reason to believe the Pattina could not have been driven on for another week at the same rate.

SCRIPPS MOTORS

At the 1917 Motor Boat Show, at the Grand Central Palace, The Scripps Motor Co., of Detroit, Mich., showed a number of interesting Scripps power plants. Perhaps the most important of these was the new high-duty Greyhound model, a six-cylinder lightweight machine which develops 100 to 125 h.p. Not much has yet been said concerning this motor, but enough has been let out from time to time to make the body of motor boat enthusiasts keenly anxious to see what it is. In addition the Series B all-enclosed machine was shown in two, four and six-cylinder sizes. The popular edition of the Scripps special—a four-cylinder 15 h.p. valvein-head unit power plant—also made its first appearance at this show, and an interesting miniature model of the first Scripps engine made eleven years ago, as well as a model of the famous transatlantic cruiser Detroit were also in evidence.

AN APPRECIATION

"I have had my Harley-Davidson and sidecar three months now and the more I ride it the more I want to ride it," says George Pender, Cambridge Springs, Pa. "I have ridden a good many machines, especially European makes, but I've never found one to compete with the Harley-Davidson, either in design, simplicity, power or masterly workmanship. As to the appearance of them, Well—as the old saying has it—'A thing of beauty is a joy forever.'"

A RECORD FOR SERVICE

"My 1915 Harley-Davidson has given me service on 15,000 to 20,000 miles of travel," says H. E. Shepard, who is employed by the Jos. H. Walsh Co., automobile tires, Jacksonville, Fla. "Outside of gas, oil and tires, I have spent less than $5.00 on the upkeep of this machine for a period of sixteen months."

Clean and Quiet Boat

To keep the boat bottom clean, I have found after using nearly all kinds of bottom paint, that copper is the best, and also has the greatest endurance, says the prizewinner in a February Contest of Motor Boating.

For the top sides I always use a good marine paint. A preparation of lead and oil will not stand up, nor will it wash well, as the dirt seems to enter into the paint, while it also tends to get chalky and flaky.

For your varnish work procure the best varnish possible, as the best is none too good. Give everything two coats before launching in the spring, as it takes a good thick coat to last a season. It is very disagreeable to have to revarnish while in the water, especially if the boat is small and crowded and in frequent use. However, if the varnish shows signs of wear, by all means give it a coat, because if the weather gets into the wood it is difficult to get it back to its original condition, oak being especially a bad offender.

For the cockpit and cabin floor, if paint does not suit you, linoleum is very good and easy to keep clean. Make a paper pattern of the floor and cut out the linoleum to fit exactly, then nail quarter-round strips around the sides, the thickness of the linoleum above the floor, and slip it under these to keep it in place and still make it possible to lift out when desired. If there are any hatches in the floor, cut the linoleum to size and tack it around the edges with brass-headed tacks, or screw a double frame of sheet brass around. You can then lift up hatch and linoleum together. If you desire something a little warmer looking for the cabin, I have found that cocoanut matting will wash more easily and dry faster than anything else.

To keep the bilge clean, put a pan under the engine to catch all the oil and grease; also put a small pan that can be easily removed for emptying under the carbureter to catch the gasoline which drips when priming, etc. If you are afraid of backfire, solder a piece of copper wire gauze over the top of the pan, as this will prevent the flame from reaching the gasoline. To keep the bilge free from water, by all means install a power bilge pump, connecting this up to your circulating pump, so that in case of a breakdown on either pump you have the other to fall back on. Put a pan under and as far up the sides of your flywheel as possible.

One experience was sufficient to teach me the value of this. I started up one morning without pumping out the bilge, as I was in a hurry and there did not seem to be much water in her, but the speed of the boat and her sudden heeling as I turned around brought the water under the flywheel. Before I could shut her off everything in reach was soaked, including the battery box, which, although it was protected and high up the side of the boat, was almost filled. When you are pitching in a seaway it takes very little water to reach the flywheel, and a stoppage under those conditions may be very serious.

If you happen to have on a clean shirt it is very annoying to have to reach into inaccessible and greasy places to turn down a grease cup or oil a bearing. Extend these cups out into the open by screwing on a piece of pipe of the same size as the cup shank.

The noisiest thing on a boat is the engine exhaust. Equip your power plant with a good muffler, and be sure to fit it up to take some of the cooling water, as a little of this is a great silencer. The other engine noises are a question of adjustment and wear; keep everything tight and all gears well greased, as grease is a great deadener of noise as well as an eliminator of wear.

Vibration is really more nerve racking and tiring than noise, and everything should be done to eliminate this as much as possible. If the engine bed is short or too light, blocks fitted in on the sides and fastened to the ribs and planking are a great help; rods secured to the cylinder head bolts and run over to the sides of the boat and fastened will be found to do wonderful work.

Almost everyone has at some time been annoyed by the exhaust gases blowing into the boat. This is particularly trying on a hot day when the wind is just strong enough to blow them ahead at about the same speed as that of the boat.

I solved this problem by installing my muffler in the center of the boat just behind the engine, and running an exhaust pipe out on both sides with a cut-out on each. As the wind is seldom dead astern, I could then use the side that would allow the gases to be blown away.

FIVE TON MODEL PROVES SUCCESS FOR FEDERAL CO.

The Federal Motor Truck Company of Detroit announces that a new five-ton model is now being manufactured by the Federal company. Previous to adding this five-ton model to its line of trucks, Federal officials thoroughly tested out the new truck, and it was driven thousands of miles up severe grades and over all sorts of roads that the test might be most thorough.

One of the tests consisted of a trip of 1,176.6 miles, the five-ton truck being loaded with sand and driven from Detroit to Pittsburg, and then brought back to Detroit over Pennsylvania, Ohio and Michigan roads. Federal officials decided upon his long run to Pittsburg that the truck might be given a thorough test under most strenuous conditions. The trip to Pittsburg was made via Toledo, Canton and Beaver Falls, Penn., and for three weeks the truck performed titanic tasks up the well known Pittsburg grades.

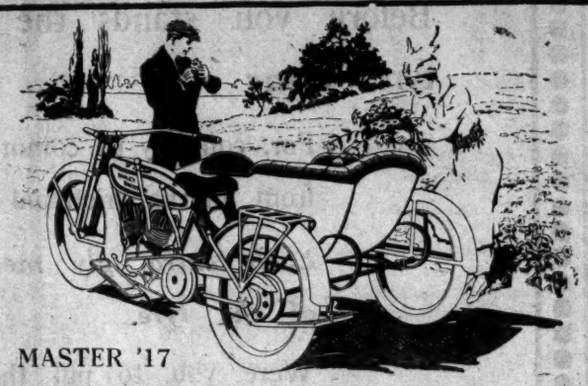
After the tests in Pittsburg the truck was driven back to Detroit via Beaver Falls, Youngstown, O., and Cleveland, the trip being made in five days. Demonstrations were given along the route in various towns and cities where there are Federal dealers.

The mechanical features of the new model, which is a large edition of the well known 3½-ton Federal, include of course the worm drive rear axle used on all models put out by the Federal company for the past three years, heavy motor with five-bearing crankshaft of nicked chrome steel, force feed lubrication operated at a pressure of 150 pounds, feeding all bearings including the piston wrist pins. The cylinder block has separate heads to each cylinder, allowing the combustion chambers to be machined inside, thereby insuring even compression.

An enclosed dry plate clutch, very readily operated, connects the motor with a four-speed transmission mounted "amidships;" this, in turn, is connected with the rear axle worm shaft by a tubular propeller shaft with massive enclosed universal joints.

Springs of strong chrome vanadium steel, radius rods and hollow spoke steel wheels are special features of an exceptionally easy riding and conveniently operated chassis.

For the purpose of the test the chassis was provided with a steel hydraulic dump body which, filled with sand, made a total load of 20,000 pounds and the way the motor handled this load on the severe grades was most gratifying to the Federal engineers.



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SQUIRES BINGHAM CO.

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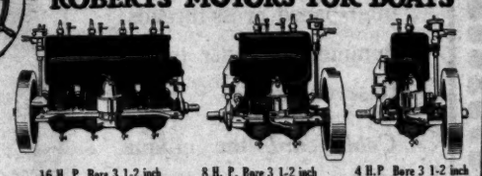

16 H. P. Bore 3 1-2 inch Stroke 4-inch — 8 H. P. Bore 3 1-2 inch Stroke 4-inch — 4 H.P Bore 3 1-2 inch Stroke 4-inch.

The Roberts 2-Cycle Motors

have demonstrated to their world-users that economically patented features, coupled with carefulness in construction, produce as good satisfaction in this motor at a low price, as can be obtained by other high-priced motors. We are open for dealers for this country. Specifications and terms furnished on application. *Roberts Standard Marine Type, 4-16 h.p. Heavy duty, slow speed, 8 h.p.*

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It is just the type of car that will appeal to you and your family and to your pocketbook.

For it is a luxury car throughout—beautifully finished in a rich brown, with hood and boot to match, and with every comfort and convenience that one could wish for.

It has the famous Overland four-cylinder engine that drives more cars than any other engine of its power ever designed.

It has a wheelbase of 112 inches, cantilever springs and 4-inch tyres—easy riding features seldom found in a car at the price of this new Overland.

Come in and see this car today. Ask us for a demonstration.

Model 84-B

The Willys-Knight five passenger touring car, 114 inch wheelbase, Knight type engine,

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ARCHIMEDES

Portable Boat Motor

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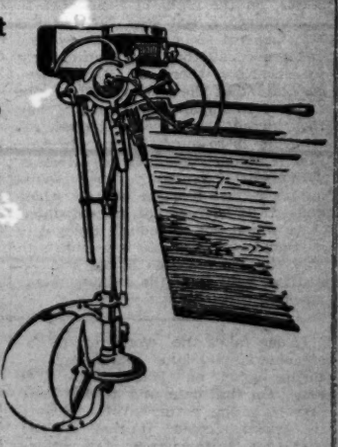
THE ONLY PORTABLE 2-CYLINDER MOTOR ON THE MARKET

For Business, Sport and Recreation

May readily be attached to any round or flat bottom rowboat, no matter whether the stern be pointed or squarecut. It is indisputably easier to manipulate than a one-cylinder motor. It is easier to start, more powerful, and more reliable.



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Can be attached in two minutes; Automatic Lubrication. Magneto attachment to fly-wheel; solid brass rudder.

Wm. Katz & Co.,

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SOLE AGENTS IN CHINA

Demonstrations Given

SPORTING NEWS SECTION
THE CHINA PRESS

SHANGHAI, SUNDAY, APRIL 22, 1917

SHANGHAI SWAMP WILMINGTONCREW

Prove Heavy With Stick And Win Early Season Game 12 to 3

HADLEY SHOWS GOOD FORM

Sailors Suffer From Stiff Fingers, Making Numerous Errors

Despite the chilly wind that stiffened the fingers of the players and caused their joints to creak, the Shanghai baseball team displayed good early season form yesterday afternoon at the Recreation Grounds, completely outclassing the aggregation from the U.S.S. Wilmington, and winning the five inning game by the score of 12 to 3.

The sailor lads were evidently affected by frozen fingers, and incidentally showed a certain stiffness in bending over, as is attested by the error column. Those representatives from the fighting ship who were stationed in the outer garden found plenty to keep them busy during the afternoon, as the Shanghai sluggers landed repeatedly on Nunn for long drives.

It was not a good day for a pitcher to work, yet Hadley showed to advantage, allowing the Wilmingtons but four hits, and those scattered. His opponent on the mound, Nunn, was rather liberal with hits, and before the engagement closed had allowed something like 18 safe bingles.

The Shanghai infield played fairly tight ball. Sokall, Wilhoit, Bills and Holliday, composing this infield, not only fielded everything in sight, but proved strong with the willow.

The feature of the game was the hitting of Wilhoit, Bills and Holliday. Nunn, the sailor twirler, disproved the old adage that a pitcher cannot hit by annexing two safe ones in three times up, one of them being good for three bases.

A good crowd turned out to witness the game and much favorable comment was passed on the work of the players.

The Shanghai sluggers garnered a half dozen runs in the first inning, which was enough to discourage any team. Three errors dished out in the very beginning by the Wilmington infield and a trio of hits were responsible for the tallies. The opinion was expressed by a sideline fan that Wilmington was suffering from frozen fingers and stiff backs. But it must be remembered that it was an early season game and too much cannot be expected of any team, without practise.

After Wilmington had succeeded in retiring its opponents, they plied with the big stick, but the effort proved fruitless. Hadley was going fairly well from the start, although there was an audible rasp and creak, coming from the hillock during his session. At one stage of the game it was thought necessary to apply a little engine oil or goose grease to the working parts of Hadley's arm, but he managed to get through, although it is not unlikely that some of his gears are stripped.

The Shanghai men scored in each of the remaining innings, and the only reason that the score is not larger is because the game was called in the fifth inning.

The fact must not be omitted that Wilmington scored three times and in three different innings. In the fourth inning they threatened to do a lot of scoring. Uncle Sam's huskies got busy with the willow in this stanza and knocked the horsehide into various corners of the lot, but the Shanghai players fielded in good fashion, and with two hits and two errors, retired the Wilmingtons with a lone score.

For the first game of the season, taking into consideration that the players have had but little practise, the showing made was good.

Training Notes

Although there was a large attendance at the Rails yesterday morning and a good number of ponies cantered, there was no excitement, the only subject of conversation being the excellent finish of Grey Goose, some maintaining this pony showed up better than Gladiator.

The Mud Course was preferred by a number of owners, the Grass Course being considered too hard. More rain is wanted badly and it is hoped it will come before race week.

The Derby, so far, is a very open race, and, if ponies keep fit, should be an exciting one. It is reported that Rushlight will not start at the meeting, and we trust Mr. Cire will have better luck with the pony next Autumn.

The gallops of the following ponies are worthy of note and they should be followed during the training and perhaps at the races: Upwood Park, Nirvana, Oriole, the Kangani, Golden Oriole, Prasco, Morningside, Grey Goose, Gladiator, Lucky Star.

French Club Honors Dead Soldier Members

Mons. C. Rousse-Lacordaire, President, occupied the chair at the annual meeting of the members of the Cercle Sportif Francais, held yesterday afternoon at the Club, and the striking note of his address to the gathering was "The War."

He had, he said, again this year the sad duty to fulfil to record the members of the Club who had fallen during the last twelve months in defence of their country and for the liberation of its invaded territory. Although the list only included four names it was still too long and the loss of those who had fallen caused them all the more regret in that it meant the loss of four who had been most beloved by all of them and, particularly, M. Bourgeat, an ex-President of the Club.

As a token of respect for those who had fallen on the field of honor he asked the members to remain standing while he read their names, as follows:—le Capitaine de Sieyes, Lieut. Frelupt, a member of their committee; Lieut. Bourgeat; and Lieut. Lorios.

They would remember, with painful emotion, how they had heard the sad news of the death of M. Bourgeat. They had all wished to doubt that news; they had wished to hope against hope. But, alas, there was neither doubt nor hope possible. Their much-regretted friend and ex-president had fallen. He had fallen as he would have wished to have fallen—with his face to the front, struck by a shell, in a superb assault from which he knew he would not return. All glory to him: honor to his memory.

They had had to deplore also, quite recently, another death which had torn away in the prime of his life another member of their committee, M. Dantin, the Secretary of the French Municipal Council.

The eloquent words which were pronounced at his grave some weeks ago by the French Consul-General and which expressed so well the thoughts of all of them, were still fresh in their memory. He asked them again to associate themselves with the committee in paying a last tribute to the ardent patriot, always devoted to the works of the French Municipality and to the glory of France—M. Dantin.

With regard to the year's working, the President said the financial situation continued to be prosperous and showed a profit of $14,782. Several improvements had been effected during the year just closed, such as the re-turfing of the greater part of the tennis lawn and the purchase of three billiard tables.

The report and accounts were adopted. The following office-bearers were elected: M. Rousse-Lacordaire (president); M. C. Buy (secretary); M. Marthoud (treasurer) and Messrs. Basset, Fano, Madier and Liou (committee).

It was agreed that the admission fee be raised to Tls. 50 and the suggested extension to the Club buildings was also passed.

Yesterday's Fires

There is little rest for the Fire Department just now. Two more calls came yesterday and, though one did not mean any work, the other outbreak was a big proposition and involved an hour of fire-fighting.

A rice-shop in East Hanbury Road, over the creek bridge, caught fire and, by the time the brigade got there, the flames had a good hold and were spreading rapidly along the top floor. A number of jets were laid on, entry made through the windows to get at the heart of the fire and other lines of hose laid round the sides and back.

Owing to the large quantity of rice, etc., stored in the place, the packing being of a highly inflammable nature, the fire took a deal of subduing and it was three-quarters of an hour before all danger was at an end. It was very difficult to get at the seat of the outbreak, owing to the depth of the godown.

The place was insured for Tls. 5,000, but the damage was much less, as the brigade's good work confined the fire to the top floor and the only damage elsewhere was that unavoidably caused by smoke and water.

Whilst Mr. Pett's men were at work on this fire, another alarm came from the North Szechuen Road region, but proved to be for some huts beyond the railway line and the task of extinguishing the flames was left to the Chapei brigade.

INDOOR SPORTS By Tad

DO NOT BREAK THE MUGS EVEN IF THEY ARE OLD ONES
MY WORD!! DONT YOU THINK DOC THAT JACK HAS REDUCED WONDERFULLY SINCE HE PLAYED THE GYM?
WHY I HARDLY KNEW HIM WHEN I LOOKED AT HIS WRISTS - WOT'LL YOU HAVE JACK.
DIDNT I THIN OUT JIMMY?
FREE LUNCH FOR A PLATE
I'M GOING TO QUIT SPARRING IT MAKES MY NOSE SO BLOOMIN' RED
AW JUST ONE MORE
UH-SAY-AH-Y-E-A-H — THIS IS FRANK — SHOOT UP FOUR MORE SCOOPS OF THE OLD BREW AND NOT SO MUCH FOAM —
BREW SERVED IN THE GYM ONLY BETWEEN THE HOURS OF 6 A.M AND 5 A.M.
INDOOR SPORTS. REDUCING YOUR WEIGHT IN THE CLUB GYMNASIUM —

Gallops of the Ponies in Training for the Spring Races

Saturday, April 21, 1917

Pony.	Rider	¼ mile	½ mile	¾ mile	1 mile	1¼ miles	1½ miles	1¾ miles	2 miles	Last quarter.
Upwood Park	boy	38.3	1.14.4	1.51.3	2.27	3.00	3.31.4	..	..	31.4
Ten Cents	AEL	38.3	1.17.3	1.58	2.32	3.04	..	..	..	*32
Péronne	boy	40.1	1.14.1	1.45	..	..	last ¾ of 1¾	..	..	30.4
Rosewood	boy	31.3	1.08.4	1.43.2	2.16.3	2.49	last 1¼ of 1¾	..	..	*32.2
Goldfinch	HEA	35.2	1.08.1	1.40.1	..	..	last ¾ of 1	..	..	32
Zuider Zee	boy	42.3	1.23.1	1.59.4	2.30.2	..	..	..	..	30.3
Nirvana	JPH	30.3	1.05.4	1.41.2	2.15	2.47	..	..	..	*32
Chestnut	boy	36	1.13	1.49	2.23.1	2.55	..	..	..	31.4
Oriole	WH	35.4	1.14.4	1.51.4	2.26.2	2.57	3.27.2	..	..	*30.2
Capercailzie	HEA							..	..	*30.2
Pretoria	boy	36.2	1.12.3	1.47.4	2.22.4	2.54.2	..	..	..	31.3
Goodwood	JIE	34.3	1.10.1	1.46.2	2.18.2	2.51	last 1¼ of 1½	..	..	32.3
Kowloon	boy	39	1.15.2	1.48.3	2.19.4	..	..	..	..	31.1
Kronborg	GW	40	1.18.2	1.54	2.31.3	3.07.2	3.42.2	4.15.3	..	*33.1
Black Diamond	JJ	39.3	1.17	1.53.2	2.32	3.08.2	3.42.1	4.15	..	*32.4
Father Xmas	JPH	37	1.13.4	1.49.1	2.22.4	2.54.4	last 1¼ of 1½	..	..	32
Darlington	CCB	39.1	1.15.3	1.50	2.24.1	2.58.1	..	..	..	*34
Black Pearl	JIE	36	1.11.1	1.45.2	2.18	..	last 1 of 1½	..	..	32.3
Blighty	RMD	38.4	1.17.1	1.54.2	2.28.2	2.59.1	..	..	..	30.4
Uganda	boy	41	1.20	1.55.1	2.29.3	3.01	..	..	..	31.2
Reims	VHL	—	1.04	1.26.2	..	..	..	..	..	32.2
Skylight	boy				2.16	..	..	..	..	*35.1
Beaconlight	EM	35	1.09.1	1.40.4	2.14	..	..	..	..	*33.1
The Kangani	boy	37.3	1.12.2	1.43.3	2.16.2	..	..	..	..	*32.4
Niblick	boy	36.2	—	1.45	2.16.1	2.48	..	..	..	31.4
Klodshans	GW	37.3	1.15.4	1.49	2.23.1	2.57.4	..	..	..	*34.3
Goldsand	FV	Chased Klodshans 1¼ in about 2.55 —							..	*—
Lucky Star	boy					2.54	3.26	..	..	*32
Shirley	RMD	39	1.15	1.53.1	2.30.2	3.07.3	3.39.4	4.10.3	(last 1¾ of 2)	30.4
Haywood	boy	63.3	1.11.1	1.44	2.18.1	last 1 of a distance	..	..	..	34.1
Birchwood	JIE				2.18.1	whole distance 1 mile	..	..	..	34.1
The Recruit	boy	36.1	—	1.39.3	..	..	..	..	..	*—
Diala	JPH	37.3	1.13	1.48.3	—	2.57	3.29	..	..	32
Golden Oriole	WH	36.3	1.16.1	1.52	2.25.3	2.55.1	(last 1¼)	..	..	29.3
Gladiator	CRB	36.3	1.11.3	1.49.2	2.23.1	2.54.2	3.26.3	..	..	*32.1
Lamplight	EM	40	1.19	1.52.2	2.23.4	2.56.1	..	..	..	*32.2
Faulight	boy						..	..	..	*32.2
Paragon	boy	39.4	1.20	1.56.1	2.28.2	2.58.2	..	..	..	30
Springie	JJ	36.4	1.13.2	1.52.2	2.30	3.03.4	3.37	..	..	*33.1
Lecapon	ES	40.1	1.19.3	1.55	2.28.3	3.00	..	..	..	31.2
Beau Brummel	GG					2.59.3	..	..	..	31
Vivat	ESMcB	35	1.06.3	1.38.4	..	..	last ¾ of 1	..	..	32.1
Ampat	RMD	38	1.16.2	1.52.2	2.27	3.00.3	..	..	..	*33.3
Bobbie	boy	37	1.14.1	1.48.2	2.20.1	2.52	(last 1¼ of 1½ whole time 3.30)	..	..	31.4
Cockatoo	boy	36	1.13.3	1.49.2	2.21.2	2.55.2	(last 1¼ of 1½)	..	..	34
Silversand	boy	37	1.13	1.46.4	2.18.4	2.52	(last 1¼ of 1½)	..	..	*33.1
Royalsand	boy						..	..	..	*31.1
Fresco	boy	35.2	1.10.3	1.47.4	2.23.2	2.56.4	3.27.4	..	..	31
Bagdad	GW	35	1.10	1.45.1	2.19.2	2.53.2	3.30	..	..	36.3
Harlequin	JJ	34.4	1.11.3	1.49.2	2.25.1	2.58.3	3 30.4	..	..	*32.1
Fairylight	EM	—	1.19.3	1.55.2	2.30.1	3.03.3	3.35.3	..	..	*32
Middelkerke	boy	35.3	1.11.2	1.48	2.23.4	2.57	3.29.2	..	..	32.2
Senlis	ESMcB						..	..	..	32.2
Morningside	CRB	35	1.11.1	1.47.3	2.23	2.54	3.25.1	..	..	31.1
Isis	ESBR	34.3	1.15	1.57.4	2.31.3	3.07.3	..	..	..	*36
Wildcats	boy	36	1.14.2	1.49.3	2.21.4	2.56.2	..	..	..	*34.3
Cornwall Chief	boy	41.2	1.18.4	1.53	2.25 2	..	..	..	..	32.2
Grey Goose	JJ	38.2	1.14.1	1.49.4	2.28.4	3.06.1	..	..	..	32.4
Cockerel	boy	32.4	1.07	1.40.3	2.13.2	2.46.1	3.39.3	4.10.4	..	*31.1
Golden Horn	ESMcB	38.1	1.11.4	1.45	2.17	..	..	..	..	32

* Mud course. All others grass course.

JAPANESE IS CAPTAIN OF ILLINOIS U. TEAM

He Is Also the Main Point-Winner of the University's Gymnastic Group

Urbana, Ill.—The standard of the University of Illinois gymnastic and fencing teams is rather lower this year than is the custom, and Coaches Fargo and Romeiser entertain little hope of scoring heavily in the Western Conference championships. The gymnastic team has been defeated by the University of Wisconsin and University of Chicago teams, and is hardly strong enough to score anything but a third in the big meet.

The team is built around Capt. Hirosh Horimura '17, who competes in every event and is the surest point winner on the team. Horimura is a native of Japan and his natural adaptability makes him a hard man to beat in any of the events. His particular specialty is club swinging, and in this event Coach Fargo considers him the cleverest man Illinois has ever had.

H. A. Ross '17 and J. M. Johnson '17 assist Horimura on the horizontal bars, but are hardly strong enough to win points in the conference. Leon Adler '17 and Edward Smidt '17 compete on the parallel bars, and have shown much aptitude at times, but are hardly consistent enough to put them on a par with Horimura. Ross and Smidl are particularly good on the horse, and may be able to score some points in this event in the conference meet. Adler and Smidl also compete on the flying rings. C. D. Wagstaff '18, T. W. Tolmie '17 and Captain Horimura do all of the tumbling for the team. Wagstaff was a good man in this event last year, but is not in this event this winter. Collectively, the team has but one star, the captain, and upon this one man depends to a large extent the showing the Illini will make this winter.

The fencing team is in pretty much the same condition as the gymnastic team. There are only two men who are available and are of anything like conference caliber, and upon these Coach Romeiser is basing all his hopes. Nicholas Gerten '17 won the conference foil event last year and should be able to do the same this year. Eugene Cook '17 was ineligible last year, but has recovered his scholastic standing and is coming well with the broadswords, and should make a fair showing at the conference. Upon Gerten, however, rests practically the only chance Illinois has of scoring in the fencing tournament.

THIS IS BIG DAY IN PORTUGUESECAMP

Shoot, March, Sports, Tiffin, Reception And Banquet On Program

The Portuguese Volunteers passed their second night in the tents at the Camp on Rifle Range. Sleeping under tents has been a novel experience to most of them and it has had an invigorating effect. Fortunately for them the weather has kept fine in spite of the forecasts. They are looking forward to entertaining their friends today.

Yesterday afternoon most of the volunteers at the camp attended the sham fight in which all the other companies of the S. V. C. took part, leaving just a few men in the camp for sentry duty.

The Barnes Cup competition is being carried out this morning by those of their men who have been chosen, and later the whole unit will march off to attend Mass at the Catholic Church in Hongkew. On its return to the Camp Major Pilcher will hold his annual inspection.

At tiffin today the Company is entertaining Mr. Joao Rozario, who has been a popular volunteer for the past six years, and who is shortly leaving for Canada to enlist in the British forces.

The guests in the afternoon are promised a good time, as lavish arrangements are being made for their entertainment. Entries for the many events in the sports were received since Friday and a big list is assured. Consul General and Madame d'Oliveira, and Mr. M. de Nascimento, Portuguese Consul General for Canton, will be present.

The arrangements for the banquet in the evening are no less elaborate, and Mr. Shepherd, of Shepherd's Cafe, is looking after the inner comforts of the soldiers together with Quarter-master Sergeant C. M. Maher.

The Camp breaks up at 8 o'clock tomorrow morning. This year's encampment is one of the most successful in the history of the Portuguese Co., S. V. C.

Weddings

Remedios-Figueiredo

A very pretty wedding took place at 7 o'clock yesterday morning at the Church of the Sacred Heart of Jesus, Nanzing Road, the happy pair being Miss Guilly de Figueiredo, fourth daughter of Mrs. Euphrasia de Figueiredo, of No. 1 Quinsan Road, Shanghai, and Mr. J. M. B. dos Remedios, of the Hongkong and Shanghai Bank.

A reception later, at No. 18 North Szechuen Road, the home of the newly married couple, was attended by a host of friends.

Mr. and Mrs. Remedios started out yesterday on their honeymoon midst a shower of rice and good wishes, and will spend a fortnight in the Yangtze regions, visiting Wusih, Nanking and Hankow.

McAdam-Anderson:

Mr. Gilbert Peters McAdam and Miss Annie Anderson, both of Shanghai, were married at the Cathedral, yesterday.

Mr. W. B. Robertson to Wed

The North China Daily Mail states that Mr. W. B. Robertson, of the Standard Oil Company, left Tientsin for Shanghai on the 18th inst., for the purpose of getting married.

FAR EAST OLYMPIC RECORDS BROKEN

Chang Shao-an Lowers Half-Mile Mark; Chang Sing-foo Does Same Over Hurdles

CHINA'S TEAM IN FORM

Despite Poor Track And Cold Wind Her Athletes Show Up Well

Wonder-worker J. H. Crocker, the man who has done more in the way of organising athletics in China than anybody else, is, as a rule, far too busy to find time to look pleasant, or to talk to one person at a time. He managed it yesterday for about three seconds and, if you know Crocker, there is a whole wealth of meaning in that.

It was down at the athletic ground of the Baptist College, which is not far off Tsungming Island. There were about a couple of thousand yelling college fans round the ropes and a hundred, or may be more, inside, endeavoring to qualify for the big Olympic business at Tokio next month.

Crocker is Happy

"Well, Crocker, what do you think of them?" He beamed all over, said: "Grand! We shall do something, all right enough," and was off to judge the mile race and settle some sort of an argument about a cup at the same time.

Crocker is about right, too. Many of China's representatives have already been selected and the meet yesterday was to fill in the list, the competitors being from Kiangsu and neighboring provinces.

It was as bad a day as it could be for sports—cold and with a strong wind blowing from all quarters. Then the College authorities have not yet had time—nor possibly the money—to fix up an ideal ground, though they have done their best. The sprint path to the broad jump was too soft for the men to get up enough steam, whilst the running track was against good performances. A mixture of clay and cinders, it was broken and crumbled with the dry weather and was very trying to the men.

Two Records Broken

This notwithstanding, Chang Shao-an, of the Government Institute of Technology, cantered round in the half-mile and knocked one and a fifth seconds off the Olympic record, being clocked at 2.14.4. He should be able to shift under better conditions. Another Nanyang man, Lee Doo-sing, equalled the Olympic record of 24 seconds for the 220 yards dash.

Later, Chang Sing-foo, in 28 dead, knocked one-fifth off the low hurdles best.

The shot-put and discus-throw were below record, but were quite fair. On times or distances, nothing else stood out, but there were several men whose style showed that, under better conditions, they will frame up well.

The mile winner, for instance, did very poor time, but he ran with the judgment of a Western professional and simply strolled home for the finish, fit for any amount more.

Nanyang's Fine Showing

The Government Institute of Technology won ten first places out of 14 events staged for competition. St. John's men took three firsts, but failed to maintain their usual good standing. The University of Nanking won the first in one event.

The best all-round athlete was Lee Doo-sing, of the Government Institute of Technology, who carried off four firsts in the 100 yards dash, 220 yards dash, broad jump and 440 yards dash.

China is justified in entertaining high hopes of bringing back championship honors. We have heard of all sorts of wonders from down South and up North who have already been selected and many of yesterday's winners may well be backed to win.

Select Men for Japan

Lee Doo-sing, Chang Shao-an and Chang Sing-foo, of the Government Institute of Technology; Chang Sze-yuen, of Hangchow; James Ho, of the University of Nanking; Dr. Edward Kau and Yang Kyien-hway, of St. John's University and Ling Gong-seng, of Amoy, were definitely announced, late last night, as having been chosen to represent East China at the Olympic finals in Japan. A few more selections will be made to-

morrow, by the same judges, at the Y. M. C. A. grounds.

Lee was qualified for the 220 and 440 dashes and will try for the Decathlon in Tokio. Chang Sing-foo will be eligible for the hurdles and will compete for the Pentathlon honor. Chang Sze-yuen will participate in the modified Marathon.

Tomorrow's extra meet will enable the judges to pick the tennis teams, doubles and singles. Dr. Edward Kau, Pan Weng-hway, the Decathlon hero of the last Olympic games and Voong Kyien-vi will compete in the discus throw and two of them will be chosen for the trip. Saw Heong-chuan will run a half-mile all by himself and, if his time is satisfactory, he will be qualified for the finals.

The complete delegation from East China will, therefore, number 10 or 11 athletes.

Yesterday's Results

The detailed results of yesterday's meet follow:

100 yards dash (1) Lee Doo-sing, G. I. T., (2) Tsang Koh-ziang, S. J. U., (3) Lo Shih-hsung, G. I. T., (4) Keiser Nance, S. U. Time: 10-4/5 seconds.

Shot Put (1) Voon Kyien-vi, S. J. U., (2) Zia Koh-woo, S. J. U., (3) Yang Kyung-whay, S. J. U., (4) Yui Ung-tse, S. J. U. Distance: 37 feet 0-3/4 ins.

Half Mile (1) Chang Shao-an, G. I. T., (2) Oen Dau-foh, S. J. U., (3) Shen Koh-chuan, G. I. T., (4) Yui Ung-tse, S. J. U. Time: 2 minutes 14.4 seconds. (New Inter-collegiate record.)

High Jump (1) Lee Doo-yu, G. I. T., (2) Chang Sing-foo, G. I. T., (3) Shun Bing-shih, G. I. T., (4) Sze Yu-wei S. J. U., Height: 5 feet 3 ins.

220 yards dash (1) Lee Doo-sing, G. I. T., (2) Keiser Nance, S. U., (3) Lo Shih-hsung, G. I. T., (4) Chang Lun, G. I. T. Time: 24 seconds, equalling the inter-collegiate record.

Discus Throw (1) James Ho, U. of N., (2) Voong Kien-vi, S. J. U., (3) Waung Kyok, S. J. U., (4) Waung Zung-yoong, S. J. U. Distance: 94 feet 7-3/4.

High Hurdles (1) Chang Sing-foo, G. I. T., (2) Tsang Tse-chien, S. J. U., (3) Wu Zeu-sung, S. J. U., (4) Chang Shu-yuen, G. I. T. Time: 17-1/5 seconds.

Broad Jump (1) Lee Doo-sing, G. I. T., (2) Chang Sing-foo, G. I. T., (3) Dong Zu-ping, S. J. U., (4) Sing Tsing-faung, S. J. U., Distance: 17 feet 11-1/2.

440 yards dash (1) Lee Doo-sing G. I. T., (2) Chang Shao-an, G. I. T., (3) Ong Chi-kong, S. B. C., (4) Liang Gwan-liu, S. U., Time: 56-3/4 seconds.

Low Hurdles (1) Chang Sing-foo, G. I. T., (2) Voong Kyien-kyung S. J. U., (3) Woo Seu-sung, S. J. U., (4) Lin Gi-yang, S. B. C. Time: 28 seconds (New Inter-collegiate record).

Mile Run (1) Shen Kuo-chuan, G. I. T., (2) "H. P. C." (3) James Wang, N. M. S., (4) Sung Zu-liang, S. J. U., Time: 5 minutes 25.2 seconds.

Pole Vault (1) Yang Tuk-pao, S. J. U., (2) Faung Kya-sung, S. J. U., (3) Lee Doo-sung, G. I. T., (4) Chang Sing-foo, G. I. T., Height: 9 feet 7 inches.

Half Mile relay won by the Government Institute of Techology. Time: 1 minute 45-2/5 seconds.

Javelin throw (1) Yang Kyung-hway, S. J. U., (2) Yui Ung-tse, S. J. U., (3) Lin Zeu-ying, S. J. U., Distance: 102 feet 2-1/2 inches.

Chen Sze-yuen, of Hangchow, who will compete for the modified Marathon in Tokio, did 5 miles, without competition, in 32 minutes 11.3 seconds.

A Comparison of the Records Of Eastern and Western Athletes

Eastern Holder.	Country.	Event.	Eastern Record.	World's Record.
Saavedra	Philippines	100-yard Dash	10 3/5 sec.	9 3/5
Robillos	Philippines	220-yard Dash	23 3/5 sec.	21 1/5
Lee	China	440-yard Dash	54 sec.	47
Kuo	China	880-yard Dash	2 min. 6 3/5 sec.	1.52 1/2
Kuo	China	Mile Run	4 min. 50 4/5 sec.	4.12 3/5
Wong	China	120-yard High Hurdles	17 3/5 sec.	14 3/5
Lozada	Philippines	220-yard Low Hurdles	28 1/5 sec.	23 3/5
Samson	Philippines	Discus Throw	104 ft. 5 in.	156 ft. 1 3/8 in.
Ylanan	Philippines	16 Pound Shot Put	37 ft. 2 3/4 in.	51 ft.
Saavedra	Philippines	High Jump	5 ft. 6 7/8 in.	6 ft. 7 in.
Cardinas	Philippines	Broad Jump	21 ft. 9 3/4 in.	24 ft. 11 3/4 in.
Abad	Philippines	Pole Vault	10 ft. 6 7/8 in.	13 ft. 2 1/4 in.
Taku	Japan	Five-mile Run	29 min. 41 4/5 sec.	24.33 2/5
Philippines	—	Half-mile Relay	1 min. 36 3/5 sec.	1.35 1/5
Japan	—	Mile Relay	3 min. 42 1/5 sec.	3.18 1/5

Cathedral School Sports

Sports Committee

E. P. Graham-Barrow, Esq., E. Elias (Capt.), L. Saphiere (Hon. Treas.), M. Ezra (Hon. Sec.), R. Tippin, G. Bichard.

Stewards

Sir Havilland de Sausmarez, the Very Rev. A. J. Walker, Rev. C. J. Fs. Symons, Major Pilcher, Dr. Marshall, J. E. Bauld, Esq., C. C. Graham, Esq., A. E. Donald, Esq., A. E. C. Hindson, Esq., R. B. Hurry, Esq., L. Kadoorie, Esq., N. G. Maitland, Esq., H. Schlee, Esq., M. D. Silas, Esq., R. N. Truman, Esq., L. H. Turner, Esq., R. P. Witham, Esq.

Sixty-one boys, whose ages ranged from 17 down to 7, entered for the One Mile Walk (Handicap) at the Cathedral School Sports, yesterday afternoon, held on the Race Course. The event was the most popular in a program containing 22 items. Amusement and admiration went hand in hand among the big crowd of spectators that turned out to witness the meeting. The amusement arose from the varied styles that the youngsters used to cover the distance. There must have been at least 61. And the admiration was spontaneous, for every competitor did his level best to win, and all but one finished the course. The first to get home was Harris, a youth of thirteen, who received a handicap of forty seconds from scratch. He was closely followed by Tweedlie.

There was a physical drill display which called for loud applause and it was well deserved. A troop of over sixty went through the exercises with a precision that reflects great credit upon the instructors. This was followed by drill games and then the excitement ran high among both boys and spectators. There was one lady who simply could not sit still. She shouted, she danced, she clapped, and she laughed, and it was not all due to the fact that she had a budding Sandow among the sportsmen. The medicine ball game in which each boy had to carry something resembling a football as far as a mat and then turn head over heels, trap the ball, repeat the over-and-over stunt, and then race home, was full of fun and excitement.

Sir Havilland de Sausmarez presented a championship belt for the boy who was the best all-round sportsman. The method of judging was to take the five open events and award five marks for a first place, three marks for a second and one mark for a third. The total marks that any competitor could obtain was twenty-five.

Elias ma. in winning the high jump, the long jump, the 100 yards and the 440 yards gathered twenty and thus easily won the trophy. Tippin in winning the bicycle race of a mile, taking second place in the 100 yards, second in the long jump, and third in the 440 yards, came second with 12 marks. This youngster should win the belt next year with ease. He is still under 15 years of age and is well built and strong.

Young Michael is among the coming crack sportsmen of the place. He is still well under 10, and yesterday afternoon he won the high jump under 10, the long jump under 10, and the 100 yards sprint under 10. Quite a nice little start.

Results:

High Jump (under 10), Michael, MacCann mi.

High Jump (under 12), Silby.

High Jump (under 14), Parkin.

High Jump (open), Elias. ma., Ezra.

Long Jump (under 10), Michael.

Long Jump (under 12), Witham.

Long Jump (under 14), Parkin.

Long Jump (open), Elias ma., Tippin.

100 yards (under 8), Taylor.

100 yards (under 9), Rafen.

100 yards (under 10), Michael.

100 yards (under 12), Truman and Marshall ma.

100 yards (open.), Elias ma., Tippin.

100 yards (under 14), Starling. Parkin.

Three legged race (under 10), Aiers and MacCann. mi.

Three legged race (over 10), Bichard ma. and Parkin.

220 yards handicap, Penfold and Starling.

440 yards (open.), Elias ma., Tippin.

100 yards sack race. Marshall ma. and Taylor.

One Mile bicycle race. Tippin and Bichard ma.

One Mile walk (Handicap), Harris and Tweedlie.

The prizes were presented by Lady de Sausmarez, and at the conclusion Master Noel Davis presented her with an envelop with a minute bunch of lilies of the valley pinned on to it. The headmaster explained that although he had heard it was customary to present a bouquet it was the idea of the boys that a small contribution to the funds of the British Women's Work would be more acceptable to Lady de Sausmarez. Loud cheers for everybody brought a most successful sports meeting to a close.

The Shanghai Chemical Laboratory
No. 4 Canton Road

New Entertainer At Astor House

Miss Aileen Flaven

Miss Aileen Flaven, who arrived yesterday morning on the Persia Maru from Manila, has been engaged by the management of the Astor House to entertain with songs and dances. Miss Flaven made her first appearance last night in the ball room of the Astor House and the impression she created with her songs and Oriental Laughing Dance was exceptionally favorable, if the unstinted plaudits of the patrons is any criterion.

The new entertainer is pretty and winsome and has a delightfully repressive way of putting her songs over. She studied classic and Oriental dancing under the world famed exponent of fancy dancing, Ruth St. Denis, from whom she obtained a repertoire of twelve dances.

Miss Flaven has just finished a highly successful six weeks engagement at the Manila hotel, Manila. She has entertained in Honolulu, at Techau's Tavern in San Francisco and in many of the largest hotels in the Eastern United States, and the press notices from those places show that her work has been of a high character.

That the petite entertainer is an actress of real merit is attested by the fact that she has appeared under such management as William Grady, David Balasco and Klaw and Erlanger.

Miss Flaven will appear at the regular Tuesday and Thursday afternoon tea dances and in the ball room of the Astor House Saturday evenings.

TOKIO PREPARES ATHLETIC TREAT

Committee Pushing Arrangements For Far Eastern Olympic Games

Tokio, April 15.—With nearly 200 athletes from China and the Philippines due to arrive in less than three weeks, the committee in charge of the arrangements for the Far Eastern Olympic Games, to be held in Tokio from May 8 to 12, are pushing the final preparations for this big athletic event. On the steamer Panay, the Filipino contingent, more than 100 strong, will reach Japan about May 2, while the Chinese teams, numbering more than 75 men, will reach Tokio from Shanghai probably on the same day.

It has been decided by the promotion committee for Japan that the Filipino athletes will be quartered at the Asahikan, a large Japanese hotel near Kajibashi, which has already been chartered for their accommodation. The Chinese contingent will find rooms at the Chinese Y.M.C.A. building in Kanda.

China and the Philippines have already made the choice of the athlete who will represent them at the Tokio games, and the entries will comprise the names of some of the stars of the Shanghai games two years ago. Kuo, the great Chinese distance runner, and Suarez, Filipino baseball and tennis star, will be among the bright luminaries who will again strive for the premier honors of the Oriental athletic world. Taku, Japan's best long-distance man, and Fujiwara, star of the Japanese bicycling world, will be among the veterans that will represent Japan.

Japanese Team Not Picked

The Japanese team has not yet been chosen, and a committee meeting of those in charge of Japan's competition will be held soon to decide whether another trial meet must be held before the final choice of the track and field athletes is made.

Work on the ground at Shibura, where all the competitions will be held, has been let to contractors and is now well under way. With the expectation that the attendance at the games will be double that at Shanghai in 1915, the promoters are planning to take care of crowds of 30,000 persons each day. There are nine swimming contests, each of which counts as much in the scoring as the individual track and field competitions, and in this branch of sport the Japanese expect to sweep the board. The tennis singles also is considered safely in the Japanese column, as Kumagae stands alone the racket wielders of the Far East. In the doubles, however, the Filipinos are expected to present some real competition for the Japanese. The visitors will pit a veteran pair, Fargas and Suarez, against Kumagae and his partner, probably Mikami.

In the modified Marathon Japan's distance runners will be strong, while the bicycle event is conceded to Fujiwara, the Kobe crack. In baseball Japan is given an even chance. In this sport the Japanese will be up against all-star aggregation from Manila composed largely of veterans from the University of the Philippines. The team that will represent Japan will be chosen after a series of games this month, and will be one of the following teams: Waseda, Maiji, Hosei Law School and First High School. Keio will not be a candidate for the honor representing Japan, as the Keio management has refused to meet a Waseda team in the elimination series.

Japan Has Good Half-Milers

In the regular track and field events Japan is not expected to score heavily. The one man who is depended on to bring home points on the track is Taku, a sterling half miler, who was barely nosed by the great Kuo in this event at Shanghai two years ago. In basket ball and volley ball Japan is conceded only an outside chance. In basket ball the Kyoto Y.M.C.A. five will represent this country, while an all star volley-ball aggregation, will be picked from the following teams: Kobe, Kyoto, Osaka and Yokohama Y.M.C.A's., Kobe Higher Commercial School and the Tokio Imperial University. A volley-ball team is composed of sixteen men. The Tokio Higher Normal or one of the Kwansei teams will represent Japan in football.

Quezon Coming From Manila

Some of the leading men of China and the Philippines come with the teams to represent their countries at the games. Manuel L. Quezon, President of the Filipino Senate, has been appointed by Governor Harrison to represent the islands and has consented to come. It is not yet known who will come from China. Among the Japanese many prominent men, including Marquis Okuma, the honorary president of the contest committee, are interested in the games, and are expected to attend practically every day.

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News Brevities

News has been received here of the death of Lieutenant Maurice Hillier, King's Own Scottish Borderers, who was killed in action in France, April 2. He was nineteen years of age and son of Mr. E. G. Hillier, C. M. G., manager for the Hongkong and Shanghai Banking Corporation at Peking, and British representative in the Quadruple Loan Group.

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The date of the May Fair, in aid of the Veterans' Club, to be held at the Chang Su-ho Gardens, has been altered to Friday and Saturday, May 18 and 19, from 3 p.m. to midnight.

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The first annual general meeting of the West End Estates, Ltd., takes place on April 30, at the Yu Yuen Garden, 2 Yu Yuen Road.

* * *

Mr. J. Spencer Rozario of Jardine, Matheson and Co.'s Engineering Department, who is leaving this week for Canada to serve with the British army, was the guest of honor at a dinner given by the members of the Lusitano Club last night. Mid rousing cheers and good wishes for his safe return, he was given a hearty "Bon Voyage" and "Good Luck." The opportunity was also taken to make a suitable presentation.

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Information has been received by THE CHINA PRESS that the proposed Press Congress of the World, which was to have been held in New South Wales in 1918 has been postponed until 1919, owing to the war.

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The libel action between Dr. E. L. Marsh and Messrs. Hayley Morriss, E. C. Pearce and Gordon Morris will be heard in the British Supreme Court tomorrow.

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Tomorrow being the Festival of St. George, patron of England, there will be a short national service at 8.30 a.m. at the Holy Trinity Cathedral

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